

# 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, 25 April 2019** at **6.30pm** in **Council Chamber - Town Hall, Katharine Street, Croydon, CR0 1NX**

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

Kieran Pantry-Melsom  
020 8726 6000 x63922  
kieran.pantry-melsom@croydon.gov.uk  
[www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)  
Monday, 15 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](mailto: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](http://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 - 8)**

To approve the minutes of the meeting held on Thursday 11 April 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 9 - 10)**

To receive the following presentations on a proposed development:

There are none.

**6. Planning applications for decision (Pages 11 - 14)**

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

**6.1 19/00490/FUL 97 Pollards Hill South, Norbury, SW16 4LS**  
(Pages 15 - 32)

Demolition of the existing dwelling; Erection of building comprising of 3 x one bed flats and 1 x two bed flat and 4 x four bed semi-detached dwellings to the rear of the site with associated parking, landscaping, cycle and refuse storage (8 total).

Ward: Norbury  
Recommendation: Grant permission

**6.2 19/00561/FUL 29 Blacksmiths Hill, South Croydon, CR2 9AZ**  
(Pages 33 - 44)

Change of use from C3 dwelling house to C2 residential care home for up to 10 adults with learning difficulties.

Ward: Sanderstead  
Recommendation: Grant permission

**6.3 19/00198/FUL Former Plumb Centre, Station Approach Road, Coulsdon, CR5 2NS** (Pages 45 - 58)

Erection of a two storey extension to provide 5 flats (extension to scheme approved under reference 16/04441/FUL).

Ward: Coulsdon Town  
Recommendation: Grant permission

**6.4 18/03158/FUL 2 West Hill, South Croydon, CR2 0SA** (Pages 59 - 72)

Alterations and formation of basement accommodation to include light wells and erection of single/two side/rear extensions. Construction of roof extension to include raising the ridgeline, formation of roof gables and installation rooflights. Conversion to form 5 x two bedroom and 2 x one bedroom flats and provision of associated landscaping, refuse and cycle parking.

Ward: Sanderstead  
Recommendation: Grant permission

**6.5 18/05880/FUL 13 South Drive, Coulsdon, CR5 2BJ** (Pages 73 - 88)

Demolition of the existing property and erection of new apartment building containing nine self-contained apartments, car parking, refuse storage, cycle storage and associated landscaping.

Ward: Coulsdon Town  
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 89 - 90)**

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 held on Thursday, 11 April 2019 at 6.30 pm in Council Chamber - Town Hall

### MINUTES

**Present:** Councillor Toni Letts (Chair);  
Councillor Paul Scott (Vice-Chair);  
Councillors Chris Clark, Felicity Flynn, Clive Fraser, Jason Perry, Scott Roche,  
Gareth Streeter, Ian Parker (In place of Oni Oviri) and Andrew Pelling (In place  
of Muhammad Ali)

**Also Present:** Councillors Simon Brew and Simon Hoar

**Apologies:** Councillor Oni Oviri and Muhammed Ali

### PART A

66/19 **Minutes of Previous Meeting**

**RESOLVED** that the minutes of the meetings held on Thursday 21 March 2019 and Thursday 28 March 2019 be signed as a correct record.

67/19 **Disclosure of Interest**

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

68/19 **Urgent Business (if any)**

There was no urgent business.

69/19 **Development presentations**

70/19 **18/05433/PRE 26-52 and 64-74 Whytecliffe Road South, Purley, CR8 2AW**

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

The main issues raised during the meeting were as follow:

- There was positive feedback on the proposal from Members who noted this was developing well. Members liked the idea that the sites were to be used for units to revitalise the community. The idea of little parking space and provision for disabled and car pool parking spaces was well received.

- Some Members raised the issue of additional height for sites A, B and C and addressed the issue about stepping down, subject to daylight and sunlight.
- Members welcomed the 30% affordable housing scheme and highlighted that they would welcome more.
- The masterplan to the site and duplex for the ground floor front doors to help break down the massing were welcomed by Members.
- Members would like to see usable balconies and bamboo screens.
- Members would like to see a building rhythm, looking at the height and massing and a distinct brickwork; also sound proofing for homes near the railway.

Ward Members Councillor Simon Hoar of Purley Oaks and Riddlesdown Ward and Councillor Simon Brew of Purley and Woodcote Ward shared their comments on the application.

The Chair thanked the applicants for their presentation. It was noted that the Committee looked forward to the application returning at a later stage.

**71/19 Planning applications for decision**

**72/19 18/05930/FUL 2 Vincent Road, Croydon, CR0 6ED**

This Item was withdrawn from the agenda.

**73/19 18/02663/FUL Waddon Marsh Way, Croydon CR9 4HS**

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

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

Mr Craig Blatchford (Agent) and Mr Stuart Howard (Applicant) spoke in support of the application.

Members asked questions about the employment uses, the unit sizes, and the suitability of the proposed units for their intended use, and expressed support for the proposed employment units.

Members advised that instead of the proposed segregated off-road cycle track, cycle lanes on the carriageway should be considered as part of the future highways works.

Councillor Scott proposed a motion for **APPROVAL** of the application. Councillor Perry 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 Waddon Marsh Way, Croydon CR9 4HS.

74/19 **Items referred by Planning Sub-Committee**

There were none.

75/19 **Other planning matters**

There were none.

The meeting ended at 8.03 pm

**Signed:**

**Date:**

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## **PLANNING COMMITTEE AGENDA**

### **PART 5: Development Presentations**

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#### **1 INTRODUCTION**

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

#### **2 ADVICE TO MEMBERS**

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

#### **3 FURTHER INFORMATION**

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

#### **4 PUBLIC SPEAKING**

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

#### **5 BACKGROUND DOCUMENTS**

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

#### **6 RECOMMENDATION**

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

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## PLANNING COMMITTEE AGENDA

### PART 6: Planning Applications for Decision

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#### 1 INTRODUCTION

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

#### 2 MATERIAL PLANNING CONSIDERATIONS

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

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

### 3 **ROLE OF THE COMMITTEE MEMBERS**

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

### 4. **THE ROLE OF THE CHAIR**

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

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

## **5. PROVISION OF INFRASTRUCTURE**

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

## **6. FURTHER INFORMATION**

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

## **7. PUBLIC SPEAKING**

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

## **8. BACKGROUND DOCUMENTS**

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

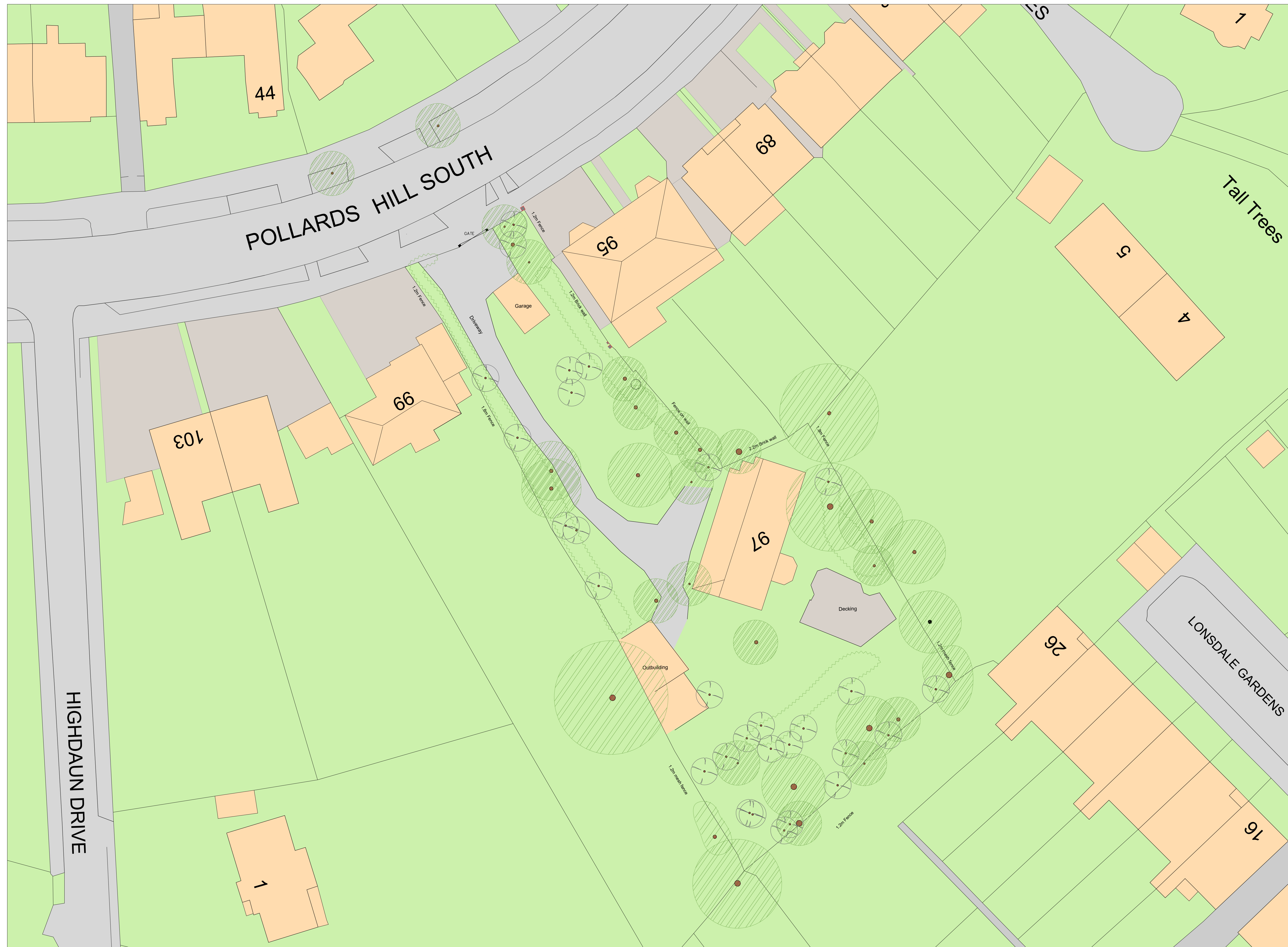
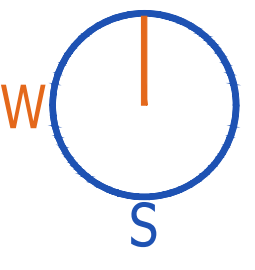
## **9. RECOMMENDATION**

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

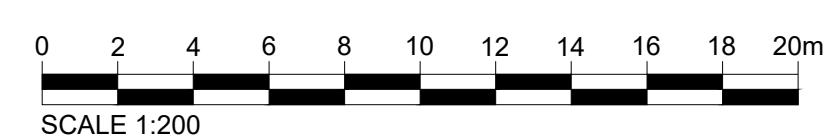
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Site Plan As Existing



Rev	Date	Description
<b>WS PLANNING &amp; ARCHITECTURE</b> Europe House Bancroft Road, Reigate, Surrey, RH2 7RP T. 01737 225711 F. 01737 225311 www.wspa.co.uk		
Date	November 2018	Drawn By JJ
Scale	1:200@A1	Checked LB
Client	Quantum Land and Planning	
Project	97 Pollards Hill South London SW16 4LS	
Title	As Existing Site Plan	
Drawing No.	J003139/ DD04	Rev.

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**PART 6: Planning Applications for Decision**

**Item 6.1**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/00490/FUL  
 Location: 97 Pollards Hill South, Norbury, SW16 4LS  
 Ward: Norbury  
 Description: Demolition of the existing dwelling; Erection of building comprising of 3 x one bed flats and 1 x two bed flat and 4 x four bed semi-detached dwellings to the rear of the site with associated parking, landscaping, cycle and refuse storage (8 total).  
 Drawing Nos: J003139/DD01, J003139/DD02, J003139/DD03, J003139/DD04, J003139/DD05B, J003139/DD06A, J003139/DD07B, J003139/DD08A, J003139/DD09, J003139/DD10, J003139/DD11, J003139/DD12A, J003139/DD13, J003139/DD20, J003139/DD21, J003139/DD22, 001 Rev B, 002 Rev B, 100 Rev B, 17-541-TPP-A.

Applicant: Quantum Land and Planning  
 Agent: Mr Spencer Copping (WS Planning)  
 Case Officer: Wayne Spencer

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
<b>Existing House</b>	0	0	0	1
<b>Proposed Residential units</b>	3	1	0	4

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
12	13

1.1 This application is being reported to committee because the Ward Councillor Shafi Khan 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.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

- 1. In accordance with the approved plans
- 2. Refuse/cycle stores to be installed/retained in perpetuity
- 3. Details of visibility splays/sight lines to be approved
- 4. External facing materials to be approved

5. Boundary fencing details to be approved and retained
6. Hard and soft landscaping to be approved and retained for 5 years
7. Drainage Strategy to incorporate SuDS to be approved, installed and retained
8. Water usage off 110L per head per day
9. 19% carbon dioxide reduction
10. Removal of permitted development rights
11. Submission and approval of Construction Logistics Plan
12. Parking & associated electric charging points to be implemented and retained
13. Existing and proposed details of the public highway (footway and verge)
14. Compliance with M4(2)
15. Refuse Collection Management Plan to be approved
16. Commence within 3 years
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Community Infrastructure Levy
- 2) Code of practice for construction sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

## **3.0 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 The applicant seeks full planning permission for the following:
- Erection of detached building comprising 3 x one bed and 1 x two bed flats at the front of the site
  - Erection of 4 x four bed semi-detached dwellings to the rear of the site
  - Associated parking accessed off Pollards Hill South (2 spaces per unit)
  - Refuse and cycle stores to all new properties
  - Associated hard and soft landscaping

### **Site and Surroundings**

- 3.2 The application site lies on the south eastern side of Pollards Hill South, approximately 40 metres east of its junction with Highdaun Drive. The site is currently occupied by a two-storey detached dwelling with associated garden and front parking area. The existing dwelling would be demolished to facilitate the proposed development.
- 3.3 The surrounding area is residential in character with properties on the southern and south eastern side of the road predominantly comprising of a mix of two storey detached and semi-detached properties which appear to have predominantly been built during the same period. The properties on the northern and north western side of the road primarily consist of terraced two storey properties. The properties are of similar heights however they vary in design with varied plot widths.
- 3.4 The front element of the application site is located within an area at a very low risk of surface water flooding and the rearmost element of the application site is in an area at a 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 18/01182/FUL – ‘Demolition of existing dwelling; Erection of 1 x seven bed detached dwelling and 4 x four bed semi-detached dwellings to the rear of the site with associated parking, landscaping, cycle and refuse storage.’

## 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

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

## 5.0 CONSULTATION RESPONSE

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

## 6.0 LOCAL REPRESENTATION

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

No of individual responses: 64      Objecting: 64      Supporting: 0

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

Summary of objections	Response
<i>Townscape</i> <ul style="list-style-type: none"><li>• Out of keeping</li><li>• Visually overbearing</li><li>• Overcrowding/overdevelopment of the site</li><li>• Backland development</li><li>• Massing of the built form out of keeping with the area</li><li>• Under croft out of keeping with other surrounding properties</li><li>• Loss of a family home as a result of a flatted scheme</li><li>• Loss of a "period" English property</li><li>• Rear houses would form a new building line</li></ul>	See paragraphs 8.4 to 8.6

<ul style="list-style-type: none"> <li>• Rear houses would be cramped and out of character</li> <li>• Rear gardens small and out of character with limited leisure space</li> </ul>	
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> <li>• Overlooking/loss of privacy to neighbours</li> <li>• Noise, pollution and dust caused by construction works</li> <li>• Loss of light to no.95</li> <li>• Noise/disruption to front house caused by rear house vehicle movements</li> </ul>	See paragraphs 8.7 to 8.11
<i>Environment</i>	
<ul style="list-style-type: none"> <li>• Loss of trees and the impact upon surface water absorption</li> <li>• All new trees should be mature and remaining trees should be protected</li> <li>• Lack of trees/hedging or screening to protect neighbouring privacy</li> <li>• Impact upon ecology/biodiversity/wildlife</li> <li>• Pressure on green space</li> </ul>	See paragraphs 8.22 and 8.23
<i>Highways and Refuse</i>	
<ul style="list-style-type: none"> <li>• Poor access to the site for emergency/large vehicles and refuse collection</li> <li>• Undercroft access poses Health and Safety risk</li> <li>• Highway safety - dangerous bend for emerging vehicles</li> <li>• Increase in vehicular traffic</li> <li>• Lack of transport options to serve new homes</li> <li>• Lack of visitor parking</li> <li>• Increase in waste/refuse and lack of bin storage being provided</li> <li>• Number of bins put out on collection day impacting upon pedestrians</li> </ul>	See paragraphs 8.12 to 8.18
<i>Flooding</i>	
<ul style="list-style-type: none"> <li>• Surface water drainage/attenuation required</li> <li>• Poor drainage and no recommendation of SUDs measures</li> <li>• Possible subsidence resulting from the development</li> <li>• Impact upon underground stream and drainage ditch to the rear of the site</li> </ul>	See paragraphs 8.20 and 8.21
<b>Other comments</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• Rear houses susceptible to burglary</li> </ul>	See paragraph 8.5
<ul style="list-style-type: none"> <li>• Road surface damage by additional heavy plant usage</li> </ul>	See paragraph 8.16

<ul style="list-style-type: none"> <li>• Potential damage to property at the rear of the site</li> </ul>	See paragraph 8.16
<ul style="list-style-type: none"> <li>• Additional demands placed on local education and health service provision</li> </ul>	See paragraph 8.24
<ul style="list-style-type: none"> <li>• Flats have no community benefit</li> </ul>	See paragraph 8.24
<ul style="list-style-type: none"> <li>• No affordable housing proposed</li> </ul>	See paragraph 8.24
<ul style="list-style-type: none"> <li>• Previously added conditions not yet discharged</li> </ul>	See paragraph 8.24
<ul style="list-style-type: none"> <li>• Consultation with landlord/housing provider of properties in Recreation Way</li> </ul>	These properties are over 140m from the application site and do not adjoin it. There is no requirement to notify these properties or the housing provider.

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

<b>Summary of comments</b>	<b>Response</b>
Access to sewer and water pipes for Thames Water and the resulting pressure put upon the current system	this is a matter for Thames Water and the developers to address – not a material planning consideration
Gas pressure would decrease as a result of the development	Not a material planning consideration
Flying freehold posing problems for future buyers	Not a material planning consideration
Impact upon property values	Not a material planning consideration
Intention to build HMOs	not proposed under this scheme

6.4 Cllr Shafi Khan objected and referred the application to Planning Committee on the following grounds:

- The proposed development is a typical back land development and would destroy the original characters of Pollards Hill area - The house to be replaced for development is the show case of original arts & crafts designs in the area that gives Pollards Hill, its distinctive character.
- It will cause party wall disputes and cause disturbances to neighbours during the construction times.
- The privacy of neighbours will be compromised as they will be overlooked while in garden.
- The creation of the under croft will be obtrusive and out of character.
- It would increase traffic noise compromising quality of life issues of the local residents
- The proposed development, to build over the existing main sewer and foul water pipes, will incur a significant loss of mature trees and habitat from the green space,

- It will reduce the integrity of the ground and increase the water run-off from the top of Pollards Hill and will increase flood risk during weather extremes and an increase in pooling of water during wet weather.

## **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), updated 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
- The Nationally Described Space Standards (October 2015)
- Suburban Design Guide Supplementary Planning Document (2019)

## 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
- Refuse Stores
- Sustainability
- Flood Risk
- Other Planning Matters

### **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. Permission was granted in November 2018 for buildings of the same positioning and massing as this proposed development. Given that the site is located within a residential area, the principle of a residential development can be supported providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues.





are not typical with the road, the height and massing of the roof and the overall footprint of the proposed built form would provide a degree of correlation with the properties in the immediate locality and the symmetrical appearance coupled with the gable ended front feature would typically reflect the scale, massing and design of the surrounding properties. The width of the proposed front building would maintain separation distances from the flank boundaries of both adjoining plots which are typical within the street scene. The plot frontage would be left relatively open and the front building line would also be typical of that associated with other properties in Pollards Hill South. Although a significant part of the front garden would be hard landscaped to provide the undercroft access road and parking, there is the opportunity to use the remainder of the frontage to incorporate meaningful landscaped garden areas to serve the flats which would soften the appearance of the proposed development. The materials to be used would not be at odds with neighbouring properties and would relate to the appearance and external finishes of the surrounding properties.



- 8.5 The two pairs of semi-detached 4-bed dwellings at the rear of the site would utilise the proposed undercroft and associated access road from Pollards Hill South. It is proposed to provide associated parking (2 vehicle spaces per dwelling) and private rear gardens with at least a 10 metre deep rear garden to serve each dwelling which is the same as the scheme approved under 18/01182/FUL. They have an adequate layout with sufficient amenity spaces to serve the dwellings. It has been raised by third party comments that the development at the rear of the site would be out of keeping with the area however there are properties directly to the north east in 'Tall Trees' which were part of a previously back land development. The orientation and juxtaposition of these dwellings would be different to those being proposed however, given the existence of this built form and its associated layout, it is not considered that the development would be substantially incongruous or significantly out of keeping with the characteristics associated with the area. It is also considered that there would be a good level of natural surveillance within the area at the rear of the site and this could be improved by lit parking bollards which could be secured by a landscaping related planning condition. This would then increase security and would decrease the risk of criminality occurring within the site.



8.6 The two pairs of semi-detached dwellings at the rear of the site would be seen against the backdrop of the built form fronting Pollards Hill South and the proposed semi-detached dwellings at the rear of the site, given their overall scale and massing, would appear subservient to the massing of the properties fronting Pollards Hill South. The proposed semi-detached dwellings would have a traditional appearance which is in keeping with the properties fronting Pollards Hill South therefore retaining the character of the area. They would utilise the width of the plot without appearing unduly cramped or overdeveloped. As a result of this assessment, the proposal would not warrant the refusal of permission based upon the low overall visual impact upon the existing townscape and the design would conform to the relevant provisions of Croydon's Suburban Design Guide SPD (2019) which has been adopted since the previous application was approved. In conclusion, it is not considered that this development would be harmful to the character and appearance of the surrounding area to sufficiently warrant the refusal of permission on these grounds. The external materials of these buildings would be required to be submitted by planning condition as would a hard and soft landscaping scheme which aims to soften the visual impact of the development.

### **Housing quality for future occupiers**

8.7 The proposal involves the loss of a detached dwelling which has an internal floor area which exceeds 130sqm and therefore there would be no loss of a small family dwelling. The National Space Standards and the London Plan states that 4-bed, 7-person dwellings split over three levels should provide a minimum internal floor space of 121m<sup>2</sup> and that 4-bed. It also states that 2-bed, 3-person dwellings should provide a minimum internal floor space of 61m<sup>2</sup> and that 1-bed, 2-person dwellings should provide a minimum internal floor space of 50m<sup>2</sup>. The floor area of all proposed units would exceed the minimum standards set out in the National Space Standards. The plans submitted indicate that the proposed semi-detached dwellings would each have an internal floor area of approximately 161.8m<sup>2</sup> which would exceed the required space standards for 4-bed, 7 person dwellings. The 2-bed, 3 person flat would have an internal floor area of approximately 64m<sup>2</sup> and the 1-bed, 2 person flats would have an internal floor area of approximately 50m<sup>2</sup>. Having assessed the room sizes and the associated fenestration detailing on the proposal, all habitable rooms serving all of the proposed properties would have a good outlook with adequate sized windows allowing



angle of the rear windows of the adjoining properties and the proposed built form which would be in accordance with the Suburban Design Guide. The building would follow the building line of the adjacent properties and the positioning and massing combined with the hipped roof design would ensure that there would not be a significant overbearing or overshadowing impact upon these neighbouring properties. No flank windows are proposed for this building and, whilst the rear facing windows and roof space balcony of the building would overlook the rear gardens of both properties, the level of overlooking and potential noise impact from the residential intensification of the site would remain within that expected within an urban area.

- 8.10 The proposed dwellings at the rear would be over 11 metres from the flank wall of properties in Lonsdale Gardens, approximately 30 metres from the other surrounding dwellings in Pollards Hill South and approximately 38 metres from the properties in 'Tall Trees'. Given the siting of these properties in relation to the new dwellings combined with the separation distances, the development would not appear visually intrusive upon these properties. The rear facing windows would provide an outlook towards the rear garden of no.26 Lonsdale Gardens however they would primarily face the rearmost part of this site and two 'Acer campestre' trees are proposed to provide screening between the site and no.26 Lonsdale Gardens (as shown on drawing numbered 100 Rev B). Given the juxtaposition of the dwelling in relation to no.26 Lonsdale Gardens combined with the proposed tree screening and the separation distance, the development would not result in significant direct overlooking or a loss of privacy to the detriment of this property. This relationship is unchanged from the previous permission of this site under reference 18/01182/FUL. No other existing properties would be significantly overlooked and the development would not harm the residential amenities of existing neighbours.
- 8.11 The proposed dwellings and their associated fenestration have been designed to ensure that they do not have any undue impact upon the amenities of the occupiers of the proposed dwellings and would not, therefore, result in undue visual intrusion or mutual overlooking. There would be adequate separation distances between the proposed dwellings and no other properties would be significantly overlooked by the proposal. It is therefore considered that the development would not significantly harm the residential amenities of neighbours. With regards to noise impact, the dwellings would be required to meet current Building Regulations standards with regards to sound proofing and it is not considered that the need to change gear when negotiating the undercroft or when parking to the rear of the site would cause significant noise or disturbance, particularly given the limited potential vehicle movements to and from the site based on the scale of the development proposed.

## **Transport**

- 8.12 The application site is located in an area on the boundary of PTAL values of 0 and 1b, which is considered to be very poor. The nearest bus stops are respectively 209 and 470 metres away. The site is therefore considered to be poorly accessible to local public transport links. It is proposed to provide 2 car parking spaces for each of the rear dwellings and 1 space for each of the flats fronting Pollards Hill South which the Council consider to be high. However, given the low level of accessibility, the Council consider that this level of parking is considered acceptable and there is no requirement to provide visitor parking for this scheme. The site currently has one vehicular access and the proposal is to create two accesses separated by small section of verge. The Council would require a scaled drawing showing the existing and proposed details of

the public highway (footway and verge) would need to be submitted and to, and agreed with, the Council's Highways Department which could be secured by condition.

- 8.13 The detached building at the front of the site proposes a pair of parking spaces perpendicular to Pollards Hill South with their own vehicle crossover. The access road to the houses at the rear is proposed to be 4.2m wide and would be adjacent to this crossover. Two parallel spaces are proposed to the frontage of all four properties at the rear with two additional spaces opposite these spaces which will provide two parking spaces to serve the proposed flats. This arrangement would be acceptable within the character of the locality and would be required to provide electric charging points with a 20% active provision and a 20% passive provision for the proposed parking spaces to accord with London Plan Standards. These could, again, be secured by planning condition.
- 8.14 In order to provide adequate for pedestrian access, visibility splays would need to measure 2.8 metres into the site from the back edge of the public footway and would need to measure 3.3 metres either side of this distance which would be the same for the two parking bays adjoining the highway. Such detailing would need to ensure there is no obstruction within these resulting area above the height of 0.6m. In addition, the main access must provide and maintain vehicle sight lines from the carriageway with no obstruction above the height of 1.05m. The sight lines would need to be 2.4 metres in from the carriageway boundary towards the subject site, extending a distance of 43 metres in each direction to accord with Manual for Streets. These details would be secured by planning condition to ensure that the proposal is acceptable from a highway safety perspective.
- 8.15 The height of the undercroft was amended under the previous application (reference 18/01182/FUL) to allow better access through to the properties at the rear. This was required to ensure that the development achieved compliance with the relevant Building Control requirements including compliance with the relevant fire standards. The applicant previously demonstrated that a fire appliance could park on the site frontage between the road and the undercroft and the fire hose would reach a distance of 75m to the rearmost part of the furthest house from the fire appliance. As the overall positioning of the proposed built form has not changed, the proposal would continue conform to the required fire standards and Building Regulations requirements and would not pose a health and safety risk.
- 8.16 With regards to third party comments, potential road damage resulting from the development is not a material planning consideration. Any damage to the public highway, as with any damage caused to third party property, are civil matters which fall outside of the material planning considerations. Sewer pipes and service piping needing to be relocated are again, outside of the planning departments control and would need to be raised with the service providers.
- 8.17 In order to comply with London Plan standards each new 2-bed and 3-bed unit should have provision for covered and secure storage for 2 cycles per unit with one cycle space provided for the 1-bed flats. The rear gardens of the semi-detached properties could accommodate cycle stores in order to conform to the London Plan requirements. The cycle store for the front flatted development will be located along the proposed access road and would be conveniently located to serve each flat and would have the required capacity. The implementation and retention of these stores would need to be secured through the use of planning conditions.

## **Refuse storage**

- 8.18 The refuse stores would be located on the access road to the proposed dwellings at the rear and the store is also proposed to be set back significantly from the main road with its siting being acceptable from a character point of view. The distance between the refuse store and the houses at the rear of the site would be within the distance required by the Suburban Design Guide. The refuse store would be located within 20 metres of the main road at its closest point with the furthest part of the refuse store being 29 metres from the main carriageway. 29 metres would exceed the maximum distance currently agreed between the Council and refuse collectors however an arrangement could be in place to bring the refuse closer to the road on refuse collection days. Such an arrangement could also allow refuse collection to take place without having to impact upon the highway network or blocking access for vehicles or pedestrians. Again, the implementation and retention of these stores, the capacity being compliant with current guidance and a refuse collection management plan could be secured by planning condition.

## **Sustainability**

- 8.19 Conditions would be secured in relation to a 19% carbon dioxide emission and a water use target of 110L per head per day for each proposed residential unit.

## **Flood risk**

- 8.20 The front element of the site is within an area which is of 'very low' risk of surface water flooding and the rearmost part of the site is within an area which is of 'low' risk of surface water flooding as identified by the Croydon flood maps. The ground consists of London Clay and the fact that land upon which development is proposed may be unstable and could lead to later subsidence is a planning consideration. The Building Regulations determine whether the detailed design of buildings and their foundations will allow the buildings to be constructed and used safely. The National Planning Policy Framework (NPPF) states that, where a site is affected by land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.
- 8.21 In order to mitigate against potential flood risk a detailed Drainage Strategy has been referred to in the Flood Risk Assessment and seeks to provide final surface water run-off rates based upon the final design of the proposal which will then confirm the level of flood risk attenuation required for this development. The submission has include an outline Sustainable Drainage Strategy which confirms that the applicant will seek to achieve a reduction on the existing run-off rates within the site. The Council will work proactively with the applicant to ensure that suitable mitigation measures are achieved as result of the proposed development and the submission of a further full Drainage Mitigation Strategy, including details of the sustainable urban drainage systems to be incorporated into the development, will be required by planning condition. In addition to this, a soft landscaping scheme would also be secured by condition which could include any additional mitigation measures.

## **Trees and Ecology**

- 8.22 The proposal seeks to remove some trees and have also suggested a planting schedule. The original submission under this application was considered unacceptable

by the Council's Tree Officer given the type of planting originally being proposed however the 'Quercus robur' trees originally proposed to rear of the site have been replaced with 'Acer campestre' trees and the originally proposed 'Pyrus Chanticeer' trees on the boundary with no.99 have been replaced with 'Amelanchier 'Robin Hill'' trees which has now addressed the original concerns and would provide a degree of screening from the neighbours. With regards to third party comments, the proposal involves replacement planting to compensate for the loss of trees. It is considered that the replacement planting would at least maintain the level water absorption from the current tree arrangement on site. The existing mature trees on site are not worthy of a Tree Preservation Order and cannot be forcibly retained. However, a landscaping condition would be added to the grant of permission requiring all proposed planting to be retained for a minimum of five years subsequent to permission being granted.

- 8.23 The site is not designated as having any known biodiversity or ecology issues and there is no evidence to suggest that the development would have a significant impact upon any protected species or the local wildlife to warrant the refusal of permission on these grounds. As such, it is not considered that the development would have any undue impact upon ecology or biodiversity.

### **Other Planning Issues**

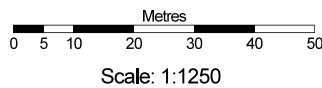
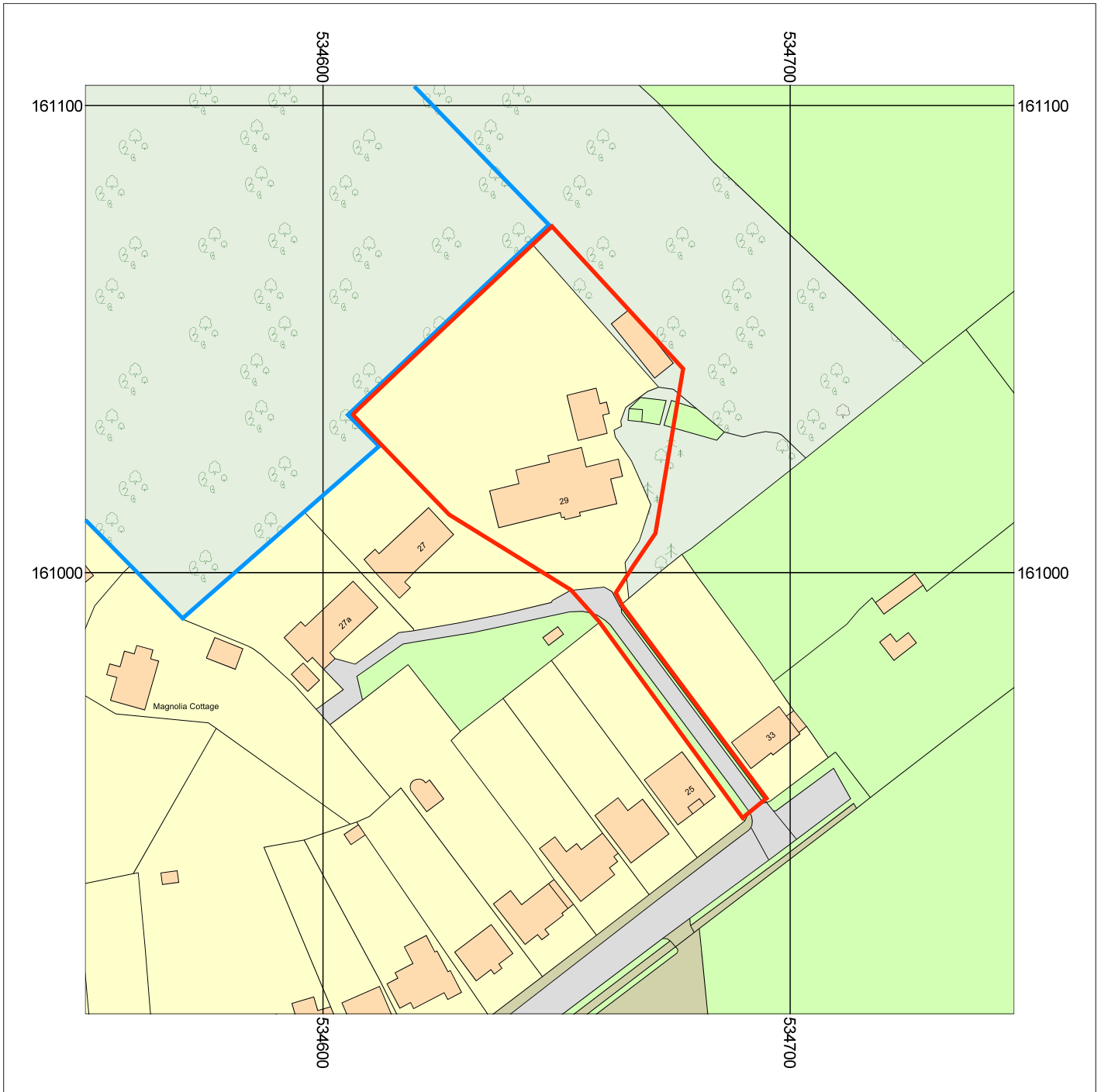
- 8.24 Third party comments raised the impact of the development upon the health and education facilities however, given the small scale of the development as a whole, the impact upon these services would be minimal and such matters would be captured by the Community Infrastructure Levy. With regards to affordable housing provision, as the scheme is for less than 10 units, no affordable housing provision would be required. Matters regarding noise, pollution and dust from the construction works are covered by the Environmental Health Act. All conditions not yet discharged under the previous approval (reference 18/01182/FUL) would be repeated under this application and it is considered that all relevant consultation with properties which adjoin the application site have been carried out in accordance with the Council's statutory obligation. All other matters raised by third party comments have been addressed earlier in this report.

### **Conclusion**

- 8.25 The proposal would result in the redevelopment of the site which would provide four 4-bed family homes as well as 3 x 1-bed flats and 1 x 2-bed flat within the Borough. The overall massing of the development would be the same as that approved under application 18/01182/FUL in November 2018 and would not be significantly harmful or out of keeping with the character of the area nor would it have a significant impact on the amenities of adjoining occupiers. Landscaping, parking, energy systems and sustainable drainage are all acceptable in principle and can be secured by condition. It is therefore recommended that permission is granted.
- 8.26 All other relevant policies and considerations, including equalities, have been taken into account.

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**Site Location Plan**

Tigh Lenach, 29 Blacksmith's Hill, Sanderstead, South Croydon  
Kisimul Group Limited  
Plan Ref: MSP.1591/001

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**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/00561/FUL  
 Location: 29 Blacksmiths Hill, South Croydon, CR2 9AZ  
 Ward: Sanderstead  
 Description: Change of use from C3 dwelling house to C2 residential care home for up to 10 adults with learning difficulties  
 Drawing Nos: MSP.1591/001, MSP.1591/002, KSS04-PLN-110 Rev C7 and KSS04-PLN-111 Rev C4.  
 Applicant: Mr A Stevens  
 Agent: Mr Mike Sibthorp  
 Case Officer: Samantha Dixon

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

**2.0 RECOMMENDATION**

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

**Conditions**

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Limitation of C2 use to children and young adults with learning difficulties
- 3. Submission and approval of a Workplace Green Travel Plan
- 4. Details of cycle parking spaces to be submitted and approved
- 5. Details of electric vehicle charging point to be submitted and approved
- 6. Time limit of 3 years
- 7. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

**Informatives**

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

**3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

Change of use from dwelling house (Use Class C3(b) - defined as a residential use involving up to six people living together as a single household and receiving care) to

C2 residential care home for up to 10 young adults with learning difficulties, broken down as follows:

- A total of 25 staff employed on site (working day and night shifts)
- Typically, between 6 and 10 members of staff on site at any one time during the daytime
- Typically, 3 members of staff on site at any one time overnight
- Staff parking and mini-bus parking within the existing front garden forecourt area – 9 existing parking spaces

3.2 The property comprises a long-term home for its residents. There are no facilities for live-in carers and the property will, as at present, be staffed on a shift basis by non-resident staff. No external alterations are proposed as part of this change of use.

### Site and Surroundings

3.3 The site comprises a large detached residential property located in a back-land plot at the north eastern end of Blacksmith's Hill, Sanderstead. Blacksmith's Hill is a cul-de-sac that forms part of a more extensive residential area to the east side of Limpsfield Road. The immediate area is characterised by large two storey and single storey detached dwellings. The property is situated in extensive grounds which are largely laid to lawn with some mature trees adjacent to boundaries. There are two large outbuildings within the rear curtilage, one a historic shed and the other a more recent construction close to the main house built under permitted development allowances. Both structures are used for purposes incidental to the enjoyment of the existing use of the property. The property has a large gated parking forecourt which is accessed via a private drive (approximately 3.3 metres wide) that is shared with the adjoining back-land dwellings to the west (27 and 27a Blacksmiths Hill). The private drive runs between 25 and 33 Blacksmith's Hill.



Fig 1: Aerial street view highlighting the proposed site and the surrounding plot layouts

- 3.4 The current use of the property operates as a dwelling house under Use Class C3(b), which allows for up to up to six people living together as a single household and receiving care – including supported housing schemes such as those for people with learning disabilities or mental health problems.
- 3.5 The site is located within the Metropolitan Green Belt and within an Archaeological Priority Zone.

### **Planning History**

- 3.5 In November 1987, planning permission was granted for alterations, erection of single storey and first floor rear extensions (LBC Ref 87/02546/P)
- 3.6 In August 1994, planning permission was refused for the erection of four bedroom detached chalet bungalow with detached double garage; formation of vehicular access (LBC Ref 94/00382/P)
- 3.7 In March 1999, planning permission was granted for alterations; erection of first floor side/rear extension and porch at rear; use of existing garage as habitable accommodation (LBC Ref 98/02886/P).
- 3.8 A number of tree work applications have been submitted and determined, none of which are directly relevant to the current proposal.

### **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of the development is acceptable – with sufficient justification for the proposed form of care accommodation having been submitted.
- The proposed use complies with Green Belt policy, with the incoming use respecting the existing open character, with no operational development proposed as part of the change of use.
- The transport impacts of the proposed intensification of use would be acceptable. Impact upon highway safety and efficiency would not significantly alter from the current situation.
- In view of the present use (Use Class C3(b)) and the overall size and scale of the property and its garden, the principle of the proposed change of use would not materially impact on existing amenities of neighbouring residential occupiers.

### **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 6 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses:    Objecting: 25                      Supporting: 0                      Comment: 0

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

Objection	Officer comment
<i>Transport and parking</i>	
Extra traffic harms the quiet residential nature of the area	Addressed in Section 8.20 of this report.
Extra traffic (number of vehicles, size of vehicles and speed) are a danger to local residents	Addressed in Section 8.18 of this report.
Insufficient parking provision on site leads of overspill parking on Blacksmiths Hill	Addressed in Section 8.12 – 8.15 of this report.
Access not suitable for large goods vehicles with no turning area on site, vehicles have to reverse back to Blacksmiths Hill	Addressed in Section 8.17 of this report.
Site has a PTAL of 0. The hilly topography discourages walking and cycling	Addressed in Section 8.15 of this report.
Proposal not comparable to 25 Shirley Hills Road as the Site has a lower PTAL and a narrow access track between existing houses	The differences between the sites are noted and the individual merits of this case discussed in the report below.
Noise and pollution from staff and visitors	Addressed in Section 8.19 of this report.
<i>Appearance and Green Belt</i>	
Are the extensions to the building lawful? Was planning permission required?	<p>Whilst no lawful development certificates have been issued, the extensions undertaken by the current owners since 2016 constitute permitted development.</p> <p>Addressed in Section 8.9 – 8.11 of this report.</p>
The extensions to building do not comply with policy regarding extensions in the green belt.	Under the General Permitted Development Order, there is no differentiation between dwellings within or outside the Green Belt. Dwellings within the Green Belt have the same permitted development rights as any other non-restricted dwelling.

The scale of the building is out of keeping with other properties in the area	The application does not proposal any external alteration or extension to the existing building.
Trees cut down to facilitate the extensions and pond filled in	Consent to undertake works to the trees was granted in July 2017 reference 17/02327/TRE).
<i>Residential amenity</i>	
Noise disturbance from the residents	Addressed in Section 8.19 of this report.
Commercial operation out of keeping with quiet residential area	Addressed in Section 8.19 of this report.
<i>Other matters</i>	
Need for family homes in Croydon – the proposal is not policy compliant	Addressed in Section 8.6 – 8.8 of this report.
Residents require care and therefore planning permission should have been sought prior to the current use	Enforcement enquiries were undertaken 2015-2016. Found to be no breach of planning for use of dwelling for up to 6 residents.
Poor level of care for residents (examples cited)	Not a material planning consideration
No planning permission for widening and resurfacing of the access road and bollard lighting	Planning permission not required.
Inaccuracies in the Planning, Design and Access Statement	The inaccuracies are noted.

## 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:

- Delivering a wide choice of high-quality homes
- Protecting Green Belt Land
- Promoting sustainable transport

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

#### 7.4 Consolidated London Plan 2015

- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.16 Green Belt

#### 7.5 Croydon Local Plan 2018

- SP2 - Homes
- DM2 – Residential Care and nursing homes
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM26 – Metropolitan Green Belt
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

#### 7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document (SPD2) April 2019

### **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the change of use
2. Impact on the Openness of the Metropolitan Green Belt
3. Traffic and Highways
4. Impact on neighbouring occupiers - Noise and Disturbance

#### **Principle of the change of use**

8.2 The building historically has use as a single-family dwelling house. The current use of the property operates as a dwelling house under Use Class C3(b), which allows for up to up to six people living together as a single household and receiving care – including



supported housing schemes such as those for people with learning disabilities or mental health problems.

- 8.3 The applicant, Kismul Group, offers educational and care services for children and young adults with complex learning difficulties, challenging behaviour, autism and global development delay. As well as providing educational services up to the age of 25, the Group also provides adult care services in the form of residential homes, providing important continuity for the students. The accommodation proposed in this case serves this latter need. The client group is considered to be vulnerable and in need to constant care and support.
- 8.4 Following a detailed site inspection and consideration of the various appeal decisions and associated case law, officers are satisfied that the current use of the property falls within a C3(b) Use Class.
- 8.5 The existing use of the premises, which currently accommodates 6 residents in need of care and with staff on site both during the day and night, therefore represents an important material consideration when assessing the merits of the proposed change of use; which in effect seeks to increase the number of residents living at the premises under similar circumstances whilst bringing this more intensive use into a C2 Use Class which requires planning permission.
- 8.6 London Plan Policy 3.1 recognises a commitment to ensuring equal life chances for all Londoners and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. Policy SP2.7 of the Croydon Local Plan (2018) states that the Council will seek to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes; including working with partners to facilitate the provision of specialist and supported housing for elderly and vulnerable people. Policy DM2.1 advises that planning permission for new residential care or nursing homes will only be granted if there is a need for the particular services provided by the home in supporting with the care of residents of Croydon.
- 8.7 Explanatory text to Policy DM2.1 advises that where there is an identified demand for residential care bed spaces, the council will support provision of this type of housing. The Policy references two key supporting documents underpinning the policy; Croydon's Market Position Statement (2015) and the Care Home Forecast (2015). The Market Position Statement sets out an assessment of local need for residential care for the elderly and vulnerable people in the Borough. Regarding adults with learning disabilities, in 2015 there were 5,816 adults in the 18-64 age range with learning disabilities and this is predicted to rise to 6,408 by 2030. Specifically and in relation to Autistic Spectrum Disorders (ASD), the report anticipates that from a base population of 2,311 in 2012, the number of residents with ASD is expected to increase to 2,437 by 2030. The Care Home Forecast (2015) indicates that within the global learning disability category there were 1,328 people aged 18-64 at 2015, predicted to rise to 1,381 in 2020 and 1,475 in 2030. Croydon presently has 490 bed spaces to meet this need. There are 107 in-borough placements and 163 out of Borough placements. The predicted bed spaces required in 2020 is 281, rising to 300 by 2030. This evidence therefore suggests that there is current and future demand for the additional bed-spaces the subject of this proposed development.

8.8 Given this policy position, alongside the current use of the site, there is no objection to the principle of the use as a care home, especially bearing in mind that the existing accommodation is already providing care – albeit within a C3b use category. However, as there is less need for other forms of care establishments (across other client groups) it would be reasonable to limit the proposed use to children and young adults with learning difficulties.

### **Impact on Metropolitan Green Belt**

8.9 Chapter 13 of The National Planning Policy Framework (2019) (NPPF) refers to Protecting Green Belt. Paragraph 146 recognises that material change of uses are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. Policy 7.16 of the London Plan 2015 (Consolidated with Alterations since 2011) states that the strongest protection should be given to London's Green Belt in accordance with national guidance. Croydon Local Plan (2018) Policy DM26.1 advises that the Council will protect and safeguard the extent of the borough's Metropolitan Green Belt (MGB) by applying the same level of protection afforded to MGB in national planning policy.

8.10 The proposed change of use would comply with these policy requirements. The proposal would retain the predominant residential characteristics of the area and would have no greater impact on the existing feeling of openness. The application proposes no extensions to the building and the change of use involves a building of permanent construction.

8.11 It is noted that a number of historic and recent extensions have been undertaken to the property, the more recent alterations deemed to be permitted development (not requiring planning permission). With regard to extensions to dwellings, the General Permitted Development Order does not differentiate between properties within or outside of the Green Belt. The extensions and alterations have been undertaken prior to the current planning permission and as such, one can only assess planning merits based on the current situation. Therefore, the proposal will have no greater impact on the openness of the Green Belt than the current situation. It is noted that the incoming Class C2 use will not enjoy permitted development rights for further extensions.

### **Traffic and Highways**

8.12 Chapter 9 of the NPPF seeks to promote sustainable transport. Policy 6.13 of the London Plan indicates that a balance should be struck between promoting development and preventing an excessive parking provision. Croydon Local Plan Policy DM29 advises that to promote sustainable growth in Croydon and reduce the impact of traffic congestion, development should promote measures to increase the use of public transport, cycling and walking. Policy SP8.17 advises that outside high PTAL areas, the Council will apply the parking standards as set out in the London Plan. It is noted however that for the proposed use, no specific standards are set.

8.13 The hardstanding within the site to the front of the building can accommodate 9 vehicles which includes a bay for a minibus. This space enables the vehicles to turn within the site and leave in forward gear.

8.14 Supporting information to the application states that the maximum number of staff on site at any one time would be 10. There would be space for 8 staff members to park

on site (along with the minibus). If all staff drive to work there are times when there could be some overspill parking on Blacksmiths Hill. Being a residential cul-de-sac whereby most dwelling benefit from off-street parking, there is available street parking in Blacksmiths Hill. Directly oppose the private access track to the site is a sports club with residential properties only to the northern side of the road. As such, there is a notable amount of street parking available and the potential extra staff vehicles could be easily accommodated. On site visit the applicant stated that visitors come sporadically to the site (e.g. family and friends of the residents) and that parking is either available in the site or on Blacksmiths Hill.

- 8.15 Notwithstanding the above, the applicant has stated that the company operates a Green Travel Plan, encouraging staff to use other means of transport as well as other methods such as car share. No details of this travel plan have been provided. The site has a PTAL of 0 (which is defined as very poor) and it is noted that the site has a hilly topography which suggests that its less likely that staff would walk or cycle to the site. However, there are other options to reduce travel by private vehicle such as car share or use of electric bicycle. It is reasonable for a condition to be imposed requiring the applicant to sign up to a Workplace Green Travel Plan to explore such other options. Notwithstanding the topography, a condition also requiring cycle storage for staff would also be imposed to ensure the proposal accords with the requirements of the London Plan and Local Plan.
- 8.16 In order to promote less-polluting forms of travel and to accord with Local Plan policy, a condition should also be required to provide the installation of electric vehicle charging points.
- 8.17 The site is located at the end of a private driveway which has been re-tarmacked and widened since the applicants have occupied the site. There is scope for cars to turn within the site on the existing forecourt and leave the site in forward gear. There has been a lot of objection from local residents who have commented that larger goods vehicles enter the access however cannot turn around and need to reverse back down to the end of the track and manoeuvre on Blacksmith's Hill. Whilst this situation is not ideal, it is noted that the private drive only serves the application site and two other dwellings and therefore vehicles reversing would not impede the flow of traffic for a large number of users. The private drive is located at the far end of the cul-de-sac of Blacksmith's Hill with only one dwelling beyond the access and therefore vehicles manoeuvring at this point of the highway should not significantly impede the flow of traffic for a large number of users on Blacksmith's Hill. It is quite possible that existing arrangements will not be markedly changed.
- 8.18 Objectors have commented that the increase in vehicles causes danger for local residents. They refer to an increase in commercial vehicles with drivers not respecting the 20mph speed limit. This is the existing situation for the current use and it is not considered that increasing the level of occupancy will significantly affect the situation. The planning system cannot police how drivers use the roads or whether they respect highway laws.

### **Impact on Neighbouring Occupiers - Noise and Disturbance**

- 8.19 The proposal is for a residential use in a residential area and therefore the residential character of the area would be suitably maintained by the development. Given the existing use of the property, the level of available floorspace within which to

comfortably accommodate the intensified use and the substantial size of the overall plot with good screening between the adjacent neighbouring properties, it is not considered that the intensification of the existing use (bringing it within Class C2) would result in any undue noise and disturbance. Environmental Health colleagues have advised that the proposed changes are not likely to have a significant impact in terms of air emissions and noise.

8.20 In terms of noise disturbance caused by traffic, it is unlikely that the level of traffic generated by the incoming use will be substantially different from that which is generated by the current Class C3b) use of the property.

### **Conclusions**

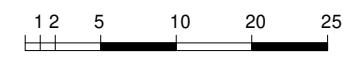
8.21 The existing building operates under C3 use as a residential dwelling for 6 adults who receive care. The application proposes to increase the number of residents to 10. The intensification to a C2 use is acceptable in principle and would not alter the residential character of the area, harm the openness of the Green Belt or have any harmful increased impact on traffic generation, highway safety or the occupiers of adjacent properties. The proposal accords with the relevant National, Strategic and Local Plan policies.

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



- SITE BOUNDARY
- AREA UNDER DESIGN DEVELOPMENT BY OTHERS ON BEHALF OF THE APPLICANT - SHOWN INDICATIVELY
- OWNED AND BEING DEVELOPED BY APPLICANT - SHOWN INDICATIVELY

530020E  
+ 159740N  
  
+ 159720N  
  
+ 159700N  
  
  
  
+ 159680N  
  
  
+ 159660N  
  
  
+ 159640N



**Notes:**  
DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS IN ALL CASES. VERIFY DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECTS IMMEDIATELY. THIS DRAWING TO BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION. © THIS DRAWING IS COPYRIGHT AND MAY ONLY BE REPRODUCED WITH THE ARCHITECTS PERMISSION.

**Drawing Notes:**

Plan	21/12/18	RC	First Issue for Planning
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Rev	Date	DRN	Description
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Reddy Architecture + Urbanism  
2.01 The Loom,  
14 Gowers Walk  
London, E1 8PY  
T: + 44 (0)20 7488 3565  
W: www.reddyarchitecture.com  
E: london@reddyarchitecture.com

**Client Details:**  
Varis Developments

**Project Details:**  
Resi Dev @ Coulsdon for FTH Ltd  
Station Approach Road  
Coulsdon, Surrey  
CR5 2NS

**Drawing Title:**  
Site Plan

Job No	Date	Scale@A3
P18-083L	01/15/19	1 : 500

Status	Drawn By:
Preliminary	RC

Purpose	Checked By:
Information	TP

Drawing Number	Revision
P18-083L-RAU-XX-XX-DR-A-LOC-1001	P01

**1** Site Plan  
1 : 500

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**1.0 APPLICATION DETAILS**

Ref: 19/00198/FUL  
 Location: Former Plumb Centre, Station Approach Road, Coulsdon CR5 2NS  
 Ward: Coulsdon Town  
 Description: Erection of a two storey extension to provide 5 flats (extension to scheme approved under reference 16/04441/FUL)  
 Drawing Nos: P18-083L-RAU-XX-XX-DR-A-LOC-1000 Rev P01  
 P18-083L-RAU-XX-XX-DR-A-LOC-1001 Rev P01  
 P18-083L-RAU-XX-03-DR-A-GAP-1103 Rev P05  
 P18-083L-RAU-XX-04-DR-A-GAP-1104 Rev P01  
 P18-083L-RAU-XX-RF-DR-A-GAP-1105 Rev P01  
 P18-083L-RAU-XX-XX-DR-A-ELEV-2100 Rev P05  
 P18-083L-RAU-XX-XX-DR-A-ELEV-2101 Rev P05  
 P18-083L-RAU-XX-XX-DR-A-ELEV-2102 Rev P05  
 P18-083L-RAU-XX-XX-DR-A-SEC-3100 Rev P04  
 Agent: Reddy Architecture & Urbanism  
 Applicant: Varis Developments  
 Case Officer: Laura Field

	<b>1 bed (1b2p)</b>	<b>3bed (3b4p)</b>	<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
<b>Total</b>	4	1	0	20

1.1 This application is being reported to Committee because the Ward Councillor (Councillor Luke Clancy) made representations in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

**2.0 RECOMMENDATION**

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

**Conditions**

- 1) The development shall be carried out wholly in accordance with the approved plans

- 2) External materials and balcony details to be submitted
- 3) Submission of Construction Logistics Plan
- 4) Prior to the occupation of the development details of (1) Security lighting and (2) privacy screens and shall be provided to and approved in writing by the LPA
- 5) Refuse and bicycle stores to be provided as specified
- 6) Water usage
- 7) Carbon reduction
- 8) Travel Plan to be submitted
- 9) Restriction on parking permits
- 10) Commence within 3 years of the date of the permission
- 11) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

### **Informatives**

- 1) Site notice removal
- 2) Community infrastructure Levy
- 3) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 4) Guidance on construction logistics plans
- 5) Guidance on sound insulation
- 6) Waste requirements
- 7) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

3.1 The applicant seeks full planning permission for the:

- Erection of a one and two storey extension above the scheme approved under planning permission 16/04441/FUL
- Provision of 5 additional residential units to form 4 x one bedroom two person units and 1 x 3 bedroom 4 person unit
- Alterations, including an enlarged cycle store

### **Site and Surroundings**

- 3.2 The majority of the site is situated within Coulsdon District Centre on the southern side of Station Approach Road, the North West corner of the site is designated as part of a Primary Shopping Area but the remainder of the site is free from any further designations in the Croydon Local Plan. The site is currently being developed under application 16/04441/FUL.
- 3.3 The site is bounded to the north west by Brighton Road which is designated as Secondary Retail Frontage in a Primary Shopping Area and is characterised by commercial uses at ground floor with residential above. To the north east of the site on the opposite side of Station Approach is the Trinity Square residential



development, consisting of a wing of four, two storey brick built houses and a large block of flats rising from three to nine storeys with a Restaurant unit at ground level at the corner of Station Approach and Brighton Road. The site is bounded to the east and south by predominately two storey residential properties.

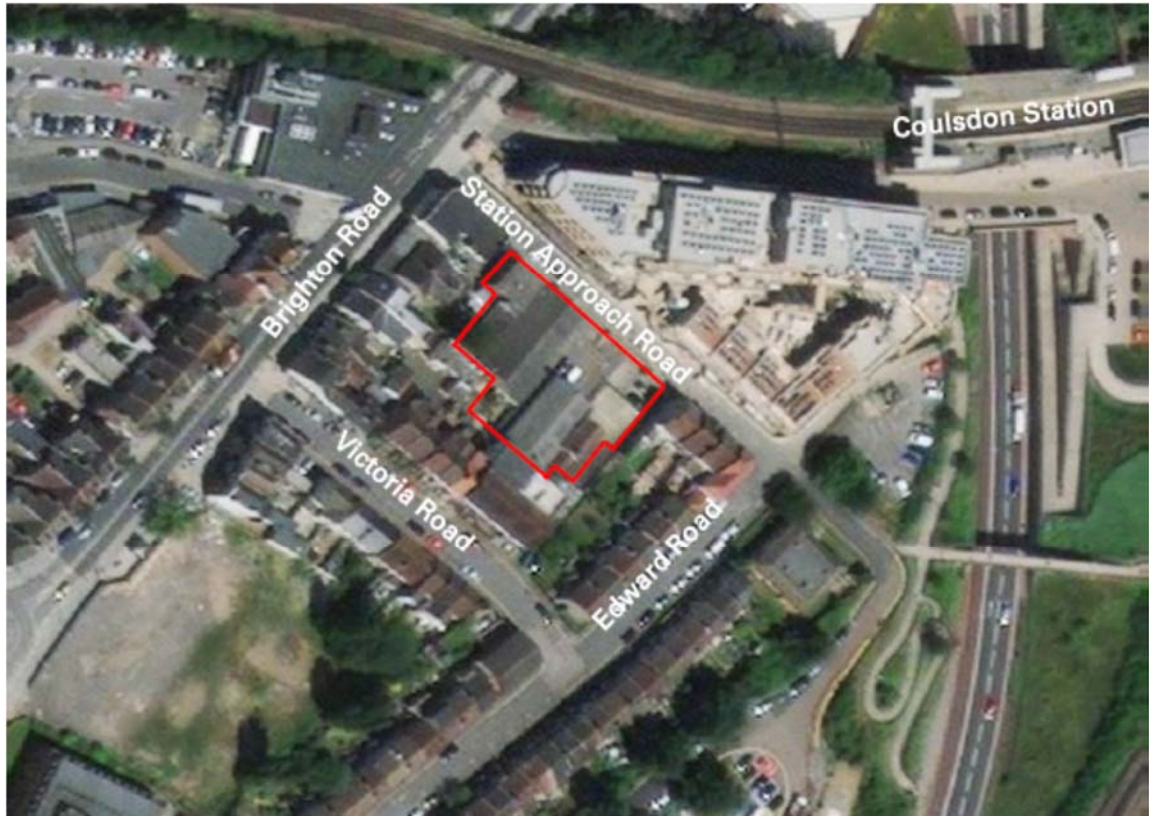


Image 1: Site location plan

### **Planning History**

- 3.4 16/04441/FUL: Demolition of existing buildings. Erection of part two, part three, part four storey buildings comprising 17 two bedroom, 3 three bedroom and 2 one bedroom flats and 3no. Use Class B1 (b) / B1 (c) units at ground, first and second floors, with associated amenity and car parking (7no. spaces). This includes 2 dwellings as Affordable Housing (shared ownership). Permission granted and being implemented on site.
- 3.5 18/05828/NMA: Non material amendments application for the above planning permission. Approved.
- 3.5 19/00364/NMA: Non material amendments application for the above planning permission. Approved.
- 3.6 There is also a recent permission at the neighbouring site at 129-131 Brighton Road:

19/00140/FUL: Alterations, erection of four storey side/rear extension and construction of additional two levels to existing building to provide 2 x studio, 2 x one bedrooms and 3 x two bedrooms. Change in use of the ground floor from A2 (financial and professional services) to A1 (retail) with the erection of a ground floor side/rear extension in association to the A1 use Class. Provision of associated cycle and refuse stores.

Permission granted.

#### 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- a. The residential nature of the development can be supported in principle
- b. The development would be acceptable with regards to the character and appearance of the surrounding area.
- c. The development would have an acceptable relationship with neighbouring residential properties.
- d. The standard of accommodation for future occupiers is satisfactory

#### 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 of a site notice and by the way of letters sent to neighbouring occupiers of the application site. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 17      Objecting: 17

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>Character of the area</i>	
<ul style="list-style-type: none"> <li>• High block of flats are not in keeping in the area</li> <li>• Coulsdon is becoming over developed</li> </ul>	See paragraphs
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> <li>• Loss of privacy and overlooking</li> <li>• Loss of sunlight and sunlight</li> <li>• Noise and disturbance</li> </ul>	See paragraphs 8.11 to 8.15
<i>Highways</i>	
<ul style="list-style-type: none"> <li>• Lack of parking.</li> </ul>	See paragraphs 8.21 to 8.24

<ul style="list-style-type: none"> <li>Impact on local business due to lacks of parking Coulsdon</li> </ul>	
<b>Other comments</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>Pressure on doctors, schools and services</li> </ul>	The application would be subject to charges under the Community Infrastructure Levy and therefore such impacts would be mitigated through a financial payment.

6.3 Councillor Luke Clancy has made the following representations and referred the matter to Planning Committee:

- Overdevelopment

## 7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in 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:

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

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

### Consolidated London Plan 2015 (LP):

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

### Croydon Local Plan 2018 (CLP):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications
- DM10 on design and character
- DM13 on refuse and recycling
- DM23 on development and construction
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

7.4 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Suburban Design Guide Supplementary Planning Document (2019)

## 8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

### **Principle of development and the established need.**

8.2 The application site is currently being developed under application 16/04441/FUL, therefore the principle of a residential development has been established. This scheme would see the provision of additional dwellings in a sustainable location of Coulsdon District Centre and so is supported. The proposal comprises 5 units, of which one is a 3-bed family unit, making a contribution to the strategic target of 30% of all new units being family homes. Considering the small size of the scheme, this is considered to be acceptable.

8.3 Officers have taken legal advice as regards the procedural implications around whether the proposal should be considered cumulatively, in tandem with the previous 2016 consent which would then potentially bring into play a number of other considerations; primarily any potential uplift in the level of affordable housing (previously negotiated as part of the 2016 planning application process). Having given the issue careful consideration, officers are satisfied that the application should be determined on a stand-alone basis, separate from the previous consent. There is no basis to amend the previous planning permission to accommodate further units (under S.73 of the Act) and/or to request a separate submission (including both elements cumulatively as one application -

development). Key to this conclusion has been the length of time that has lapsed since the previous scheme was granted planning permission. Moreover, previous pre-application discussions (offered prior to the submission of the 2016 planning application) advised that the 2016 scheme should be reduced in terms of mass, which was then carried through as part of the 2016 application process. Consequently, officers are satisfied that the applicant has not tried to circumvent the delivery of increased levels of affordable housing.

### **Townscape and Visual Impact**

- 8.4 The applicant seeks full planning permission for an extension of 1-2 storeys above the scheme consented under planning permission 16/04441/FUL which was for a residential scheme of 22 units. The proposed scheme aims at maximizing the use of the plot and provides a more considered and interesting massing on Station Approach Road. The scheme was developed to enhance the existing scheme which is under construction. The design provides for the 3rd floor to be further enhanced with additional units bringing the development to a consistent height. The design then looks to add two recessed elements to the corner blocks to enhance the entrance sequence of the scheme and to provide additional accommodation at Level 4. The extended floor plan at Level 3 and the addition of recessed massing at Level 4 enhance the residential area and strengthen both blocks' volume from the street view. As a consequence, it marks their entrances at Ground Floor level, providing the residents with a strong sense of direction and identity. Given the recent developments and the varied character of the area, the proposal would sit well within the street scene. See Images 1 to 3 below.



Image 2: Streetscene looking down Station Approach to Coulsdon with the site outlined in red.



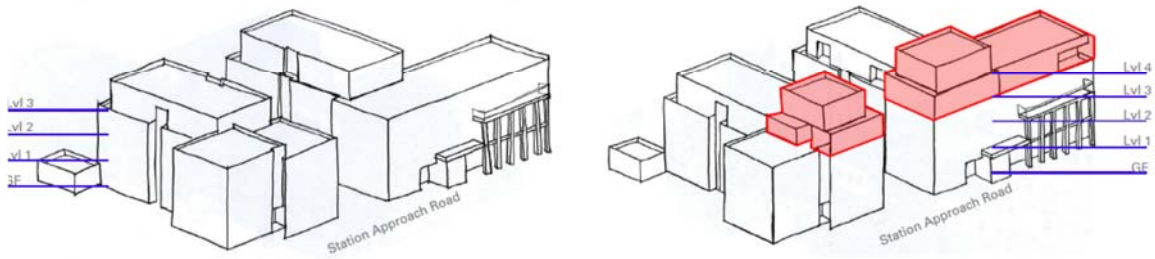
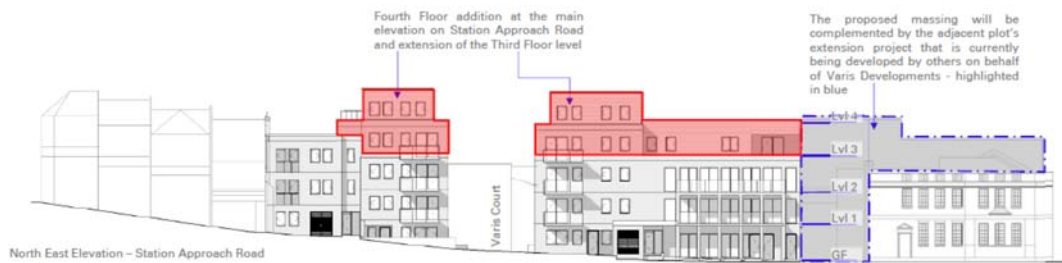


Image 2: Massing in relation to the consented 2016 scheme (left) and current scheme (right)



Station Approach Rd - Consented CDE 2016

Page 8

Image 3: Front elevation with current scheme outline in red. The neighbouring site under application number 19/00140/FUL is outlined in blue.

8.5 The proposed layout allows for an additional 5 units to be created. This is positive and a welcome addition to the approved 2016 scheme. See Image 4 and 5 .



**Level 3 Consented Layout:**  
It consists of the scheme's second and third 3B4P apartment, conforming with the Council's requirement for larger units. There are 2no. Consented large roof terraces to the front of the development overlooking Station Approach Road.

**Level 3 Proposed Layout:**  
The development requires 3no. 3bed units and in the proposal the 3no 3bed family units have been moved to the top floor. The 2no. 3bed units in the Consented Scheme are amended to create 4no. 1bed units. All entrances remain at the same level as previously consented and the units are all accessed off residential stairs. This means there is no conflict between the commercial units of Block C and the new residential unit located above.

Image 4: Left is the consented layout third floor and the right is the current proposal.



Image 5: Left is the consented layout on the fourth floor and the right is the current proposal

- 8.6 The materials are proposed to be consistent with the wider streetscene and the consented 2016 application. Metal panels are proposed for the 2 additional storeys. This is acceptable and is subject to a condition for samples and details of the balconies including privacy screens to be submitted and approved.

### **Impact on Neighbouring Residential Amenity**

- 8.7 There are residential properties located adjacent to each boundary of the application site. The siting and layout of the proposed buildings has been designed as to mitigate impact from overshadowing and overlooking upon neighbouring amenity and to avoid unacceptably poor outlook from neighbouring properties. The buildings would be located sufficiently far enough from neighbouring residential properties to ensure that no significant window to window overlooking would occur. In addition, the distances also ensure that the proposal would not have an unacceptable impact upon the outlook from neighbouring properties. The design and orientation of the proposal should ensure that no neighbouring occupier suffers any unacceptable overshadowing of their property or amenity space. See Image 6 below.
- 8.8 It is important note that the 2016 application was considered to be acceptable in relation to the impact on the adjoining occupiers. The main building is closer to neighbouring properties in Victoria Road (16.39m) and Edward Road (22.25m). Whilst the current proposal is 1/2 storeys higher, the distances are greater and set well back from these properties. Whilst the building is closer to the properties facing Brighton Road, the habitable rooms are at an angle. In relation to the properties the new development is opposite, the additional height is acceptable given the road located between them. In conclusion, the proposal is considered acceptable in this regard.

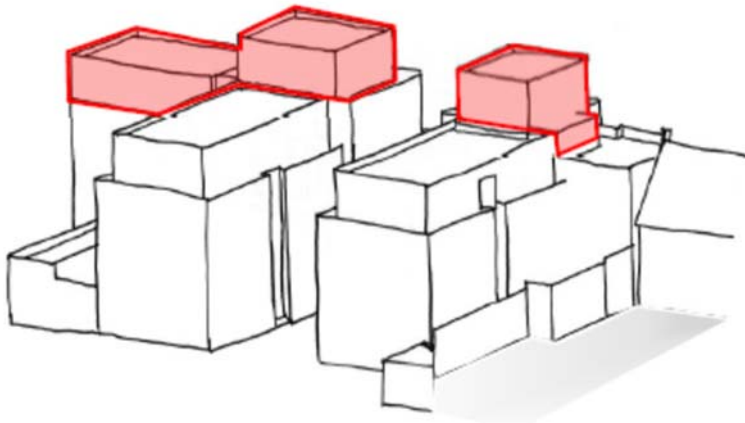


Image 6: Showing the location and massing of the proposal in relation to permitted scheme looking from the rear.

### **The standard of accommodation for future occupiers**

- 8.9 All units would provide a good standard of accommodation and would contribute to the Borough's need for new homes meeting the minimum space standards set out in the "Technical Housing Standards March 2015".
- 8.10 All five units are provided with private amenity space in accordance with the London Plan standards. This is no communal amenity space. While this approach is not generally acceptable it is considered that an exception can be made given the existing planning permission did not have this provision and therefore the design challenges of then providing this for the additional 5 units. The amount of space which this scheme should provide is 5.8m<sup>2</sup>, which is a small area which would not provide a particularly usable provision. On balance this is considered to be acceptable.
- 8.11 It is therefore considered that the proposals would result in a good standard of accommodation that would meet the needs of the borough and can be supported.

### **Transportation Considerations**

- 8.12 The site has a PTAL rating of 3 which indicates that the site has good accessibility to public transport. The site is in close proximity to the train station, the high street and bus routes. The applicant has provided 7 parking bays in the consented scheme and no further parking would be provided on site. Parking permit restrictions would be secured by condition. The proposal includes the provision of an additional 20 cycle parking spaces. The proposal would itself generate a need for only 6 parking spaces, with the rest being proposed to promote sustainable travel and for the use by residents of both schemes. This is acceptable.





Image: Parking and ground floor layout of consented scheme and amendments

- 8.13 Given the physical connectivity of the site, the creation of 5 new homes and the need to encourage more sustainable methods of transport the proposal is considered acceptable.
- 8.14 A construction logistics plans would be secured by condition.
- 8.15 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

#### **Other matters**

- 8.16 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.17 Whilst the site lies within an area of high surface water flooding, the proposal is for additional storeys to existing planning permission. The 2016 application dealt this issue with various conditions on flood mitigation.

#### **Conclusions**

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





			CLIENT	LONDON HOME BUYERS	PROJECT	02 WEST HILL CROYDON CR2 0SD	SCALE	1:1250@A3	DRAWING NO.	REV.
							DATE	FEB 18	DRAWN	WN
									19	
REV	DATE	NOTES	DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT DRAWING AND SPECS. DRAWINGS NOT TO BE SCALED. FIGURED DIMENSIONS ONLY. ANY DISCREPANCIES ARE TO BE POINTED TO THE ARCHITECT. THE ARCHITECT IS NOT LIABLE FOR ANY FAULTS NOT RAISED. DRAWINGS NOT TO BE SCALED FOR LAND TRANSFER PURPOSES			DRAWING TITLE	OS MAP			

**AARKZ Design Associates**

186 FOREST ROAD,  
LOUGHTON, IG10 1EG  
TEL: 0750 645 9645  
Email: [Info@Aarkzdesign.co.uk](mailto:Info@Aarkzdesign.co.uk)  
[WWW.AARKZDESIGN.CO.UK](http://WWW.AARKZDESIGN.CO.UK)

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**1.0 APPLICATION DETAILS**

Ref: 18/03158/FUL  
 Location: 2 West Hill, South Croydon, CR2 0SA  
 Ward: Sanderstead  
 Description: Alterations and formation of basement accommodation to include light wells and erection of single/two side/rear extensions. Construction of roof extension to include raising the ridgeline, formation of roof gables and installation rooflights. Conversion to form 5 x two bedroom and 2 x one bedroom flats and provision of associated landscaping, refuse and cycle parking.  
 Drawing Nos: Floor plans 01, Floor plans 01-2, Floor plans 02, Floor plans 03, Roof plan 04, Elevations 05 Rev A, Elevations 06 Rev A, Floor plans 07 Rev B, Floor plans 08 Rev B, Floor plans 09 Rev A, Floor plans 10 Rev A, Roof plan 11 Rev A, Elevations 12/1 Rev B, Elevations 12/2 Rev A, Elevations 13/1 Rev B, Elevations 13/2 Rev A, Sections 14 Rev B, Location Plan 15, Block Plan 16 Rev A, Site plan 17 Rev A, Other 18, Location Plan 19, Block Plan 20 Rev B and Sections 21 Rev A.  
 Agent: Hollins Planning Ltd  
 Applicant: Mr B Burkitt  
 Case Officer: Georgina Betts

	<b>1 bed</b>	<b>2 bed (2b3p)</b>	<b>2 bed (2b4p)</b>	<b>6 bed</b>	<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
<b>Existing</b>				1		
<b>Proposed</b>	2	2	3		1	13

1.1 This application is being reported to Committee because the Ward Councillor (Councillor Lynne Hale) made representations in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

**2.0 RECOMMENDATION**

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

**Conditions**

- 1) The development shall be carried out wholly in accordance with the approved plans
- 2) External facing to match the existing
- 3) Protective fencing for the TPO'd trees shall be erected in accordance with the submitted details
- 4) Prior to the commencement of the development a drainage strategy shall be submitted and approved.
- 5) Details of hard and soft landscaping to be submitted and approved prior to the first occupation including details of green/wooden wall.
- 6) Prior to the occupation of the development details of (1) Security lighting and (2) Playspace and shall be provided to and approved in writing by the LPA
- 7) Details of balcony/privacy screens to be submitted to and approved
- 8) Visibility splays, parking and access to be provided as specified
- 9) Submission of Construction Logistics Plan
- 10) Flat 2 to M4(3) accessible, flats 1 & 3 to be M4(2)
- 11) Refuse and bicycle stores to be provided as specified
- 12) Commence within 3 years of the date of the permission
- 13) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

#### **Informatives**

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

### **3.0 PROPOSAL AND LOCATION DETAILS**

#### **Proposal**

3.1 The applicant seeks full planning permission for the:

- Alterations and formation of basement accommodation to include light wells at the side and rear.
- Erection of single/two side/rear extensions.
- Construction of roof extension to include raising the ridgeline, formation of roof gables and installation rooflights.
- Conversion to form 5 x two bedroom (3x 2b4p and 2x 2b3p) and 2x one bedroom flats.
- Provision of associated landscaping, refuse and cycle parking

3.2 Amended plans were received on the 6<sup>th</sup> March 2019 depicting the following:

- Reduction in the width of the single storey rear extension;
- Construction method and structural calculations in relation to the preserved beech tree;
- Reconfiguration of the external amenity/play space and the provision of side access to the communal area.

## Site and Surroundings

- 3.4 The application site lies on the south-eastern side of West Hill and is currently occupied by a large two storey detached property sited approximately 3 metres from the adjacent highway. The property's front elevation faces north with its rear elevation facing south, this results in the western flank elevation fronting onto West Hill. As a result of the properties orientation it does not have a strong presence within the street scene. The rear garden has previously been divided and has planning permission for 9 flats; this development is currently under construction.
- 3.5 The surrounding area is residential in character and comprises of large detached properties sited within generous plots with flatted developments nearby. The surrounding area benefits from a step topography creating visual interest in the townscape. However, this does present access and land level changes and as such the existing garden is split over two levels.
- 3.6 The site however lies within an archaeological priority zone as identified by the Croydon Plan and is at risk of surface water flooding. The site is also subject to a tree preservation order (TPO 6 of 1982).

## Planning History

- 3.7 15/02110/P – Planning permission was **refused** for the alterations and conversion to form 2 one bedroom and 2 two bedroom flats with the provision of associated parking. This application was refused on the following grounds:
- 1) The proposal would result in cramped form of development which would be out of keeping with the character of the area and detrimental to the appearance of the street scene.
  - 2) The design and layout of the parking area and access would not be safe, secure, efficient and well designed.
  - 3) The development would result in the loss of or the putting at risk of valued trees.
- 3.8 16/00096/P – Alterations and erection of a single/two storey extension and conversion to form 2 one bedroom and 2 two bedroom flats with the provision of associated parking.  
**[Permission Granted: Not yet implemented]**
- 3.9 17/02918/FUL – The erection of a part three/four storey buildings comprising 9 three bedroom flats with associated basement parking and cycle storage. Formation of vehicular access and provision of refuse storage.  
**[Permission Granted: Implemented.** This consent relates to the land to the rear of the current application site.]



**Site plan of the adjacent consented scheme**

#### **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- a. The residential nature of the development can be supported in principle
- b. The development would have an acceptable relationship with the preserved beech tree on site.
- b. The development would have limited impact upon the character and appearance of the surrounding area.
- c. The development would have an acceptable relationship with neighbouring residential properties.
- d. The standard of accommodation for future occupiers is satisfactory
- e. Access, parking and turning arrangements are acceptable.

#### **5.0 CONSULTATION RESPONSE**

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

#### **6.0 LOCAL REPRESENTATION**

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

No of individual responses: 26      Objecting: 26



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:

<b>Summary of objections</b>	<b>Response</b>
<i>Townscape</i>	
<ul style="list-style-type: none"> <li>• Out of character.</li> <li>• Over development.</li> </ul>	See paragraphs 8.4 to 8.7
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> <li>• Loss of privacy.</li> </ul>	See paragraphs 8.11 to 8.15
<i>Environment</i>	
<ul style="list-style-type: none"> <li>• Loss of vegetation.</li> <li>• Impact on wildlife/habitats.</li> <li>• General noise and disturbance.</li> </ul>	See paragraphs 8.15 and 8.27
<i>Highways</i>	
<ul style="list-style-type: none"> <li>• Lack of parking.</li> <li>• Increase in parking congestion detrimental to highway safety.</li> <li>• Parking stress survey not carried out during the day.</li> </ul>	See paragraphs 8.21 to 8.24
<b>Other comments</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• Pressure on local infrastructure.</li> </ul>	The application would be subject to charges under the Community Infrastructure Levy and therefore such impacts would be mitigated through a financial payment.

6.3 Councillor Lynne Hale referred the application to Planning Committee and made the following representations:

- Over intensification of a single detached family home.
- The second and third floor flats are very small offering poor living conditions for occupiers.
- Lack of parking.
- An archaeological watching brief should be conditioned to mitigate the archaeological potential. **[Officer Comment: this has not been requested by Historic England].**

## **7.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in 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:

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

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

Consolidated London Plan 2015 (LP):

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

Croydon Local Plan 2018 (CLP):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications
- DM10 on design and character
- DM13 on refuse and recycling
- DM23 on development and construction
- DM28 on Trees
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

- Supplementary Planning Documents and Guidance
- Suburban Design Guide (2019)
- London Housing SPG (2019)

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

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

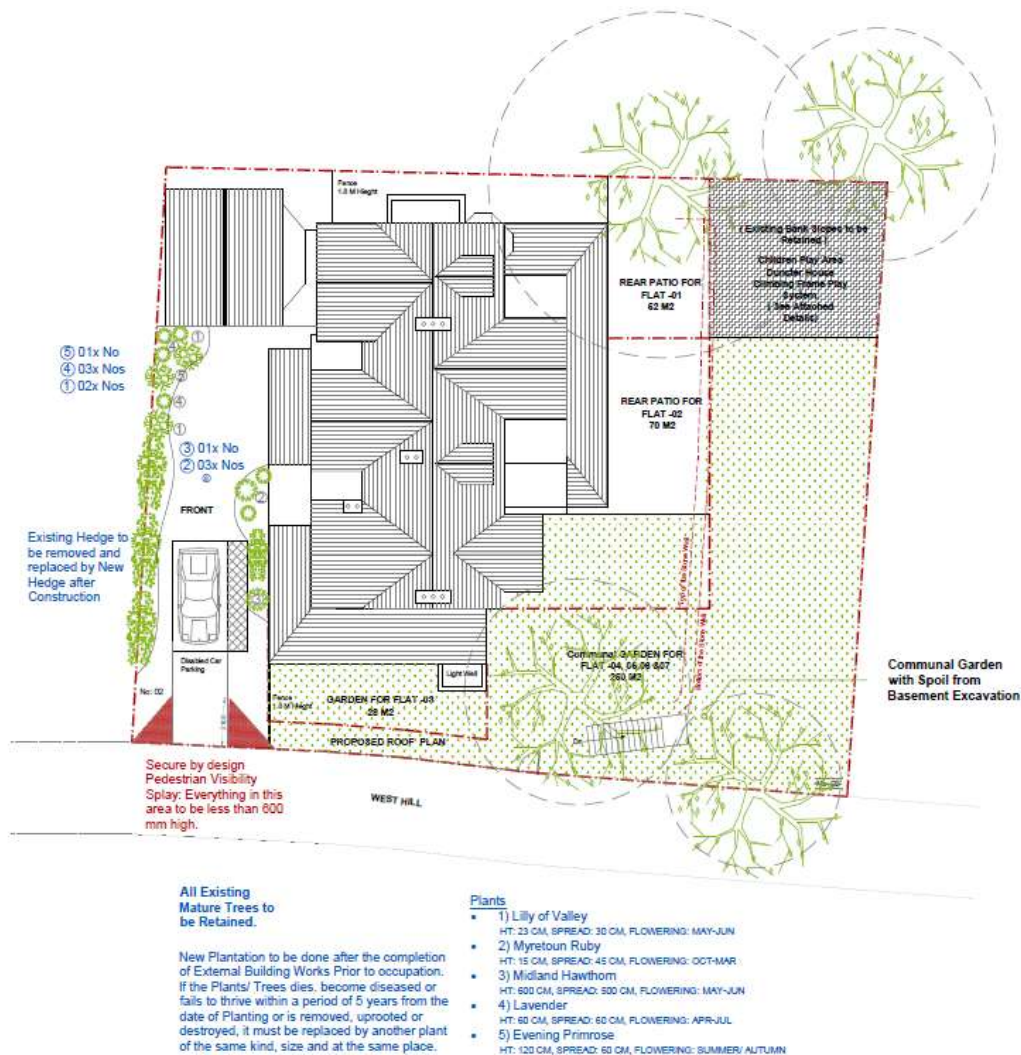
### **Principle of development and the established need.**

- 8.2 The application site is currently occupied by a large detached two storey 6 bedroom dwelling which is in single family occupancy; however at this time the property is vacant. The existing property is not classified as a small family home as defined by Policy DM1.2 of the CLP 2018.
- 8.3 The proposed development results in the net gain of 6 homes, 3 of which are classified as small family homes, and therefore the principle of the development can be supported.

### **Townscape and Visual Impact**

- 8.4 The applicant seeks full planning permission for the alterations and formation of basement accommodation to include a front light well and erection of a single/two side/rear extensions. Construction of roof extension to include raising the ridgeline, formation of roof gables and installation rooflights. Conversion to form 5 x two bedroom and 2x one bedroom flats and provision of associated landscaping, refuse and cycle parking. Minor alterations are proposed to the external elevation of the building which would include the removal of some tile hanging to the front gables, sited on the northern elevation.
- 8.5 The creation of a basement would have limited visual impact on the townscape given its subterranean siting. Single/two storey side and rear extensions are proposed to the north-western and south-western elevations and would be subservient in appearance given their overall scale. Given the steep topography of West Hill the increase in the ridge height would be negligible given the rising ridge heights to the north-east. Two inward looking balconies would be provided on the south-western elevation (rear) and given the tree coverage from the preserved beech tree would not be overly visible from the street scene. The alterations and additions to the roof provide a more ordered roof form and allow the sensitive addition of the proposed dormer windows. The extensions and alterations proposed are subservient by their nature and as such would not harm the character and appearance of the surrounding area.
- 8.6 The application shows the provision of one off-street parking bay to the north-eastern corner of the site, within an area of existing hardstanding. The existing garage would be converted to provide an enclosed cycle and refuse store, thereby limiting the need for any further detached structures. Private and communal gardens would be provided around the footprint of the building and the applicant has provided an indicative landscaping plan to depict how such areas would be designed. The overall layout of the site is well designed. The applicant has clearly demonstrated that the development would not result in any





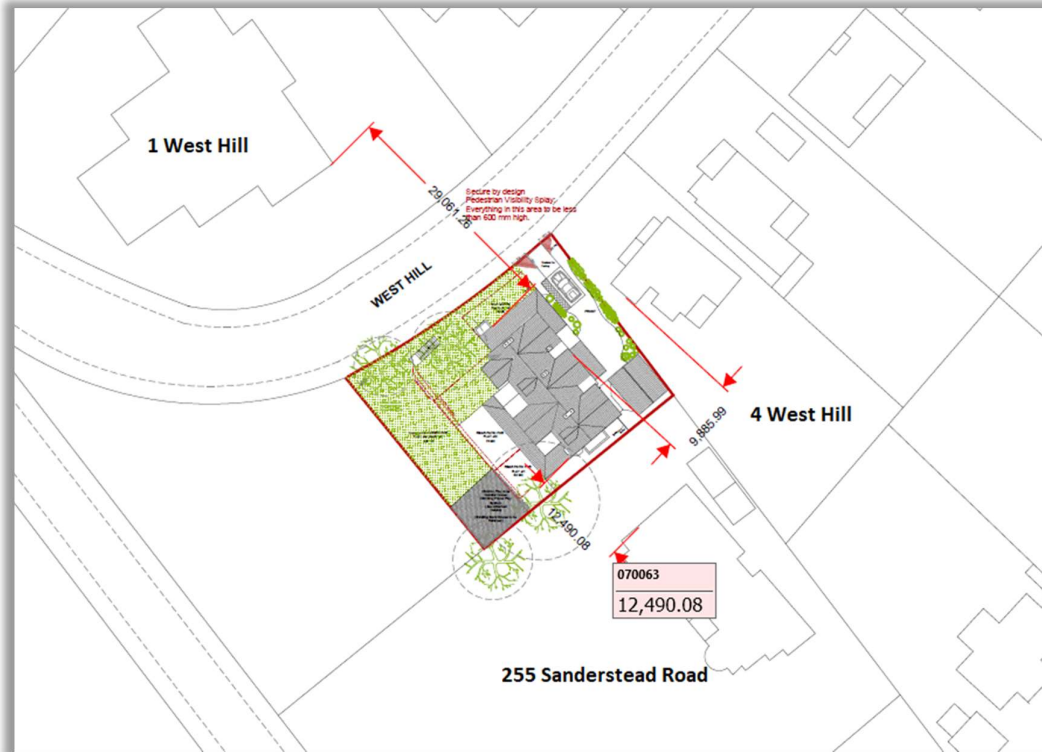
8.9 As a result of the above, the scheme was amended to reduce the width of the extension, pushing the built form away from the trunk of the protected beech tree.

8.10 Given the extent of the root protection area the extension is proposed on a cantilever/stilt frame to omit any compaction of the soil within the RPA. This approach has been reviewed by officers to ensure that the beech tree is adequately protected and retained as part of the development; this approach is fully supported. As a result of these complex negotiations the development is now considered to comply fully with Policy DM28 of the Croydon Local Plan 2018 and is acceptable on tree grounds.

### Impact on Neighbouring Residential Amenity

8.11 The proposed single/two storey extensions are located on the south-western (rear) and north-western elevations of 2 West Hill. The extensions are well separated [in excess of 12 metres] and screened from 1 West Hill and 255 Sanderstead Road and as such would not appear visually intrusive. No windows are proposed on the south-eastern elevation facing 255 Sanderstead Road and therefore no overlooking would occur. The new gable extension to the front

would be sited 9.88 metres from 4 West Hill and would not result in any additional loss of privacy given the existing relationships on site. There are no sole habitable room facing windows in the southern elevation of 4 West Hill, the dining room window to the side opens on to a rear facing conservatory.



Plan depicting the relationship to the adjoining properties.

- 8.12 Two balconies are proposed at the rear however these amenity areas are inward looking and would not give rise to a loss of privacy. A separation distance of 14.6 metres would exist between the first floor of 2 West Hill; and the neighbouring flatted scheme [Ref No 17/02918/FUL]; a separation distance of 12.5 metres would exist at ground floor. This separation distance is considered acceptable given the topography of the sites and that the proposal faces on to the flank elevation of the consented scheme
- 8.13 All boundaries would be maintained at a height of 2 metres protecting the amenities of the adjoining properties.
- 8.14 The residential nature of the development is not considered to give rise to unreasonable levels of noise and disturbance given the character of the wider area.
- 8.15 Given the proximity of the site to junction of West Hill/Sanderstead Road and the potential for construction related disturbance it is suggested that a Construction Logistics Plan/Management Strategy is secured through an appropriately worded condition. This would also seek to control any pollution emitted from the site during such works.

### **The standard of accommodation for future occupiers**

- 8.16 All units would provide a good standard of accommodation and would contribute to the Borough's need for new homes meeting the minimum space standards set out in the "Technical Housing Standards March 2015".
- 8.17 All but two units are provided with private amenity space in accordance with the London Plan standards and all have access to a generous communal garden at the lower tier of the garden. Units 6 and 7 within the loft space do not have direct access to private amenity space. Given the loft nature of these units the provision of private amenity would be difficult in design terms, especially with views from West Hill. The London Housing SPG makes clear that guidance on residential amenity should be applied flexibly to conversions. Given this, the size of the communal garden, the design challenges and the one bedroom nature of these units, the provision is therefore considered acceptable on balance.
- 8.18 Playspace can be provided in accordance with the standards as set out in the Croydon Plan with the detailed design being secure through condition. Details of boundary treatments, hard and soft landscaping would be secured via condition.
- 8.19 Level access is provided on the north-eastern elevation to the ground floor units. Flat 2 is capable of being wheelchair adaptable unit and so meets the requirements of M4(3). The other two ground floor units are duplexes and can meet the requirements of M4(2) – a condition is recommended to secure this.
- 8.20 It is therefore considered that the proposals would result in a good standard of accommodation that would meet the needs of the borough and can be supported.

### **Transportation Considerations**

- 8.21 The site has a PTAL rating of 2 which indicates that the site has poor accessibility to public transport. The applicant has provided one parking bay to the north-eastern corner of the site, no further parking would be provided on site. The site is within a 10-15 minute walk from Sanderstead and Purley Oaks Train Station with bus route 403 in close proximity of the site.
- 8.22 The newly adopted SDG states,
- "In areas of very low transport accessibility such as PTAL 0-1, it will be harder to access sustainable transport and therefore may be more difficult to reduce reliance on private cars. In these areas the Council will seek to accommodate all parking within the site (off street) and any anticipated need for on-street parking will be judged on a case by case basis."*
- 8.23 Given that the application site is located within an area with a PTAL level of 2, there is no requirement to provide all parking on site. The implication of this are discussed below in more detail.
- 8.24 From the applicant's submission it is clear that a parking stress survey was carried out overnight to ascertain the level of residential parking stress. It is noted that the area suffers from 'commuter parking' however levels of residential

parking stress are low. The results of two surveys showed residential parking stress of 25% and 30% and is well below saturation point (85%). It is therefore considered that the surrounding network could accommodate the potential overspill parking from the development. Given the physical connectivity of the site, the creation of 6 new homes and the need to encourage more sustainable methods of transport this provision is considered acceptable.

8.24 Cycle storage is provided in excess of the London Plan and would be secured through condition. In addition the Council would seek to secure the following via condition;

- Visibility splays
- Construction Logistics Plan/Management Strategy

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

### **Other matters**

8.25 The site is at risk of surface water flooding and as such the applicant would be required to demonstrate that the development would not increase flood risk elsewhere. While a Flood Risk Assessment (FRA) was submitted with the application this related to another site so is irrelevant to the site at 2 West Hill. However, given the limited extent of the development and the sites low risk such matters could be secured as part of a suitably worded condition. Subject to such a condition the development would be acceptable in flood risk terms.

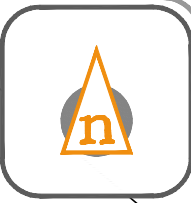
8.26 Historic England (HE) were consulted regarding this application as the site lies within an Archaeological Priority Area. HE advised that such consultations were not necessary and as such no conditions and/or other requirements are considered necessary. The development is therefore acceptable in respect of archaeology.

8.27 There is no evidence of protected species on site nor is a Site of Nature Conservation Importance nearby. Mature and established landscaping would be retained and enhanced with additional landscaping/green wall. The development is therefore considered to have an acceptable impact on ecology and biodiversity.

### **Conclusions**

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





project  
13 South Drive  
Coulston, Surrey

client  
Sterling Rose

drawing title  
Site Plan

project  
455

drawing number  
02-02

revision  
-

date  
July 2018

status  
preliminary

scale  
1:200

size  
A3

author  
AR

checked  
EGM

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**PART 6: Planning Applications for Decision**

**Item 6.5**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/05880/FUL  
 Location: 13 South Drive, Coulsdon, CR5 2BJ  
 Ward: Coulsdon Town  
 Description: Demolition of the existing property and erection of new apartment building containing nine self-contained apartments, car parking, refuse storage, cycle storage and associated landscaping.  
 Drawing Nos: 01-01, 01-02, 02-00 (received 4 December 2018), 02-02, 03-00, 03-01, 03-02, 03-0B, 04-02, 04-10, 05-01 (received 13 March 2019).  
 Applicant: Sterling Rose  
 Agent: Sterling Rose  
 Case Officer: Samantha Dixon

	studio	1 bed	2 bed	3 bed	4 bed
<b>Existing</b>				1	
<b>Proposed flats</b>	2	2 (1 x 2 person)	3 (3 x 3 person)	2 (2 x 5 person)	0

*All units are proposed for private sale*

Number of car parking spaces	Number of cycle parking spaces
4	

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

**2.0 RECOMMENDATION**

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

**Conditions**

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Details of materials to be submitted
- 3. Hard and soft landscaping including boundary treatment and retaining walls to be submitted
- 4. Details of children’s playspace to be provided
- 5. Details (position, materials, height) of access enclosure to bin and bike store to be agreed

6. No additional windows in the flank elevations
7. Obscure gazing to windows in flank elevations at first and second floor if below 1.7m
8. Privacy screens to both sides details of which to be agreed
9. Car parking provided as specified
10. Car club space on street to be provided prior to occupation
11. Parking permits
12. Details of electric vehicle charging point to be submitted
13. Construction Logistics Plan to be submitted
14. Full details of cycle and refuse storage including gates to entrance to be submitted
15. 19% Carbon reduction
16. 110litre Water usage
17. Details of site specific SuDS to be submitted
18. Accord with recommendations of the Flood Risk Assessment
19. Accord with mitigation and enhancement measures outlined in the Preliminary Ecological Survey
20. Time limit of 3 years
21. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

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

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

### **3.0 PROPOSAL AND LOCATION DETAILS**

- 3.1 The proposal includes the following:

- Demolition of existing house
- Erection of a three storey building to create 9 residential units including 2 x 3 bed flats, 3 x 2 bed flats, 1 x 1 bed flats and 2 x studios.
- Provision of communal external amenity space and children's play space
- Provision of 4 off-street parking spaces
- Provision of associated refuse and cycle stores

- 3.2 During the course of the application amended plans have been received to provide all units with private amenity space and access to the bin and bike stores.

### **Site and Surroundings**

- 3.3 The site comprises a detached dwelling located to the north west side of South Drive, Coulsdon. Land levels fall from north west to south east (rear of the site to front). There is an existing hardstanding to the side of the house for vehicles to park off-road. The

site has a medium risk of surface water flooding and a public transport accessibility level (PTAL) of 2.



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

### **Planning History**

3.4 18/04277/PRE New Build Residential – Demolition of existing house and erection of 9 flats.

### **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

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

### **5.0 CONSULTATION RESPONSE**

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

## 6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 18 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses:    Objecting: 27                    Supporting: 0            Comment: 1

6.2 The neighbours were renotified with regard to the amended plans. The number of further representations received in response to notification and publicity of the application are as follows:

No of individual responses: 4    Objecting: 4                    Supporting: 1            Comment: 0

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

<b>Objection</b>	<b>Officer comment</b>
<i>Design and appearance</i>	
Overdevelopment of the site	Addressed in Section 8.10 of this report.
Out of keeping with street/obtrusive	Addressed in Section 8.5 – 8.9 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Loss of light to neighbouring properties	Addressed in Sections 8.17, 8.19, 8.21, 8.23 and 8.24 of this report.
Overlooking and loss of privacy for neighbours	Addressed in Sections 8.20, 8.22, 8.23 and 8.24 of this report.
Loss of view	This is not a material planning consideration
Extra pollution and noise	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
No objection provided our privacy is assured by retention of existing greenery or new mature planting	Addressed in Section 8.23 of this report.
Construction noise and dust will be harmful to local residents	Addressed in Section 8.33 of this report.
<i>Landscape/Trees</i>	



Concrete over garden, loss of trees, vegetation and natural habitat	Addressed in Sections 8.38 and 8.39 of this report.
<i>Transport and parking</i>	
Inadequate parking provision. Cars parked on road will cause extra parking stress which his already a problem	Addressed in Sections 8.25 – 8.30 of this report.
Parking survey flawed – timings of surveys, fails to mention that existing street spaces will be removed	Addressed in Sections 8.26 – 8.27 of this report.
Adverse impact on highway safety	Addressed in Section 8.26 – 8.33 of this report.
Already access issues on South Drive which is a narrow cul-de-sac with no turning areas. The proposal will exacerbate existing problems	Addressed in Section 8.32 of this report.
South Drive not suitable for construction vehicles and traffic	Addressed in Section 8.33 of this report.
Insufficient storage for cycles/motorcycles	Addressed in Section 8.34 of this report.
<i>Other matters</i>	
Need for more family homes not flats	The proposal would provide 2 x three bedroom units which is an increase in family units over the existing situation.
No consultation with neighbours	Neighbours were notified of the application in accordance with the required national guidelines.
Set precedence for other such developments in the road	See Section 8.2 and 8.3 of this report. There is no objection to the principle of the development.
Impact on house prices	This is not a material planning consideration.

6.4 The following Councillor has made representations:

- Cllr Luke Clancy (Coulsdon Town Ward Councillor) Objecting:
  - Over development
  - Lack of parking
  - Highway safety

6.5 Coulsdon West Resident's Association have objected to the proposal:

- Unsympathetic to the existing architectural of surrounding properties
- Balconies to rear will overlook neighbouring gardens
- 4 parking spaces is inadequate and takes no account for visitors or trades people
- South Drive is a cul-de-sac with no turning provision. The proposal will cause conflict and congestion especially with construction traffic.

## **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 Committee are required to consider are:

### **7.4 Consolidated London Plan 2015**

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



- 7.21 Woodlands and trees

## 7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

## 7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

## 8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

#### **Principle of Development**

### 8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.

### 8.3 The application is for a flatted development providing additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal respects the character and

appearance of the surrounding area and there are no other impact issues, the principle is supported.

- 8.4 Policies seek to prevent the net loss of 3 bedroom homes (as originally built), homes less than 130m<sup>2</sup> and ensure that 30% of new homes are family homes. The existing building on site is a 3 bedroom house and 2 x three bedroom units are proposed, resulting in 25% family sized units. The proposal provides a net gain in family accommodation and contributes towards the Councils goal of achieving a strategic target of 30% three bedroom plus homes.

### Townscape and Visual Impact

- 8.5 The existing dwelling does not hold any significant architectural merit and therefore there is no objection to its demolition. Whilst most buildings in the area have traditional forms, of two storeys with pitched roofs, there are a variety of house types (maisonettes, semi-detached, bungalows) and styles in the immediate vicinity.
- 8.6 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a three storey building with the third floor accommodation contained in the roofspace. The Suburban Design Guide suggests appropriate ways of accommodating a third floor in different scenarios. In the case of a site flanked by semi-detached properties, it suggests that a full-width third floor can be provided partially within the roof, with a raised eaves line. The proposal does not fully follow this guidance but does include accommodation in a third floor in the roof, with side-facing dormers to sensitively increase accommodation provision.
- 8.7 The new building would have a traditional form comprising two full storeys with a pitched roof. From the frontage the building has the appearance of a large detached dwelling with a front door, hipped roof and bay feature commonly found in this road. The building would have traditional external materials of red brick, hanging tile and plain roof tiles which would ensure the development would sit comfortably in the street scene.



Figure 2: Plan of proposed frontage within the street scene

- 8.8 The building has a greater footprint than the current house however given the layout of the buildings in this row the impact on the appearance of the area is not harmfully affected. The building is set in from the side boundaries to maintain a visual gap between the plots. Whilst it is acknowledged that the depth of the proposed built form

is significantly more than the adjacent properties, this mass will not be readily apparent from any public vantage points.

- 8.9 Access driveways, forecourt parking and retaining walls to these areas are features commonly found on south west side of South Drive. The existing double width hardstanding on site would be removed and replaced with 4 parking bays which would be split by the pedestrian entrance to the building. The hardstanding would be successfully broken up with the introduction of soft landscaping which would be located around the necessary retaining walls to the parking bays. Given the way the bays have been separated and areas the planting, the hardstanding and retaining walls would not have an overly dominant or incongruous impact on the visual amenities of the area.
- 8.10 The site is a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels ranges of 150-250 habitable rooms per hectare (hr/ha) are appropriate. The proposal would be in excess of this range at 328 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. The application site is within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. As outlined above, the proposal would overall result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.
- 8.11 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

### **Housing Quality for Future Occupiers**

- 8.12 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).
- 8.13 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. During the course of the application the layout has been amended to ensure that all units have private amenity spaces that accord with the required standards.
- 8.14 A communal garden (approximately 160sqm) is provided at the rear of the site. Whilst the scale of this space is relatively small, on balance, as all of the units have private amenity space, the provision of the amenity space is considered acceptable. A child play space is shown to be provided within the communal garden space and full details of this area can be secured by condition.
- 8.15 In terms of accessibility, it is noted that there is no step free access to the building from the highway. In order to respect the character of the street scene whereby properties are raised in comparison to road level, the proposed building follows the same building line. The floor level of the building is over 2.5m higher than the highway and there is not adequate space to the front of the site to provide a ramped access (of the required gradient) to serve the building. Therefore by reason of these particular circumstances and in order to protect the character of the street scene, in this instance it is considered acceptable that the development does not provide level access.

8.16 The development is considered to result in a high quality development including 2 x three bedroom family units all with adequate amenities and overall provides an acceptable standard of accommodation for future occupiers.

### **Residential Amenity for Neighbours**

8.17 The main properties that would be affected by the proposed development are No's.11 and 15 South Drive, 16 The Grove (to the rear) and dwellings on the opposite side of the road.



Fig 3: Site plan highlighting the relationship with the adjoining occupiers.

### **11 South Drive**

8.18 This semi-detached dwelling is located to the south west of the site. It has a garage adjacent to the boundary with No.13, the dwelling being located approximately 3 meters from the boundary. Whilst the proposal is significantly deeper within the plot than No.11, the ground floor is cut into the existing slope of the garden and the rear most element would not be apparent from No.11. The first floor element and above does not encroach over a 45 degree angle from the rear windows of No.11 either horizontally or vertically. Therefore the proposal would not be unduly overbearing or cause an unacceptable loss of outlook.

8.19 No.11 has a kitchen window in the side elevation at ground floor level and front door, with obscurely glazed windows serving the bathroom above. The kitchen of this property is north facing and the room as existing has poor outlook facing the boundary fence and garage. Whilst it is acknowledged that the proposed building would be significantly closer to the boundary and higher than the existing bungalow, given the orientation of the buildings and existing outlook situation, it is not considered that the impact on this room would be so significant that permission should be refused.

8.20 There are no windows proposed that would cause any loss of privacy to No.11. The proposed ground floor windows in the side elevation would face the boundary fence and the windows in the upper levels would be obscurely glazed below 1.7m in height.

The rear balconies are screened to the side and as such afford no direct overlooking sideways into No.11. On balance, the impact on this property is acceptable.

### 15 South Drive

- 8.21 This building is a two storey flatted property. As when considering the impact on No.11, the proposed ground floor is cut into the existing slope of the garden and the rear most element would not be overly prominent from No.15. The first floor element and above does not encroach over a 45 degree angle from the rear windows of No.15 either horizontally or vertically. Therefore the proposal would not be unduly overbearing or cause any harmful loss of outlook or light.
- 8.22 The windows in the side elevation of No.15 are obscurely glazed and there is an existing close-boarded fence to the shared boundary. The ground floor side windows would be positioned to ensure there would be no harmful loss of privacy and the upper level windows would be obscurely glazed below 1.7m in height. A condition is recommended to ensure a privacy screen is installed to the side of the balcony to first floor Unit 7 to ensure there is no undue overlooking into the rear of No.15. On balance, the impact on this property is acceptable.

### 16 The Grove

- 8.23 This residential property is located to the rear of the application site, its garden backing onto the site. The rear garden of No.16 is 20 meters in length and the proposed development is a minimum depth of 10 meters from the rear boundary. Given this separation distance, the proposals would cause no undue loss of light, outlook or privacy. There are existing established garden trees and shrubs along the rear boundary which mostly appear to be shown to be removed. As part of the landscape condition it will be required that replacement specimens are planted along the boundary to soften the appearance of the development.

### Dwellings on the opposite side of South Drive

- 8.24 No's.24 and 26 South Drive are located on the opposite side of the road. Their front elevations are separated by the proposal by over 20 meters. As such the proposal would not cause any harmful loss of light, outlook or privacy to these dwellings.

### **Access and Parking**

- 8.25 The site has a PTAL rating of 2 which means that it has poor access to public transport links. Notwithstanding this rating, it is noted that the southern end of South Drive has a PTAL of 4 and the site is located only 0.5km from Coulsdon Town train station and only 120 meters from Coulson district centre.
- 8.26 It is proposed to create four vehicular parking spaces off road all with direct access off South Drive. Car parking demand on the site has been estimated using 2011 Census data which concludes that the proposed development will generate a demand of 6.70 spaces. In this instance 4 spaces are to be provided which would result in an overspill of 3 spaces on road. A parking stress survey has been undertaken using the Lambeth Methodology which indicates that there is high parking stress within 200 meters of the site. Demand was recorded as being highest at 6pm whereby there was stress of 94% (4 spaces available). At 5am which reflects overnight occupancy there was a stress of 89% (7 spaces available). The report notes that commuter parking is felt strongly in

the survey area but that the potential overspill can be accommodated on street without affecting existing residents.

- 8.27 The report does not note that three existing on-street parking bays would be lost as a result of the proposed new vehicle crossovers. Therefore the parking stress would be more severe than highlighted.
- 8.28 It is arguable that the PTAL rating is not reflective of the sites' close proximity to Coulsdon Town and railway station. The development would provide off-street parking for the family sized units and two of the 2 bedroom units. Given the proximity to the district centre, it is reasonable that the smaller units would not have any dedicated parking provision.
- 8.29 The high parking stress is recognised and following negotiations, as a mitigation measure an on-street car club bay will be provided at the southern end of South Drive with electric vehicle charging point (EVCP). The applicant would bear the cost of the EVCP for the car club together with a year's membership costs for the residents of the development. As well as this, to ensure the mitigation of the additional parking demand impacts on the road network in area by residents, the residents without on-site parking bays should not be permitted to have car permit. Both of these measures can be secured by condition.
- 8.30 On balance, taking into account these mitigation measures, it is considered that the impact on parking stress in the area is acceptable.
- 8.31 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP will be conditioned.
- 8.32 Local residents have raised concern as South Drive is a narrow cul-de-sac with no turning facilities and that extra traffic will exacerbate highway safety problems. The proposed parking bays are all accessed directly from the highway and in common with many parking spaces on the road do not have off-street turning spaces. The area to the front of the bays would need to be kept clear of traffic and therefore would provide a passing place on the street for traffic using South Drive. The situation with regard to the narrowness of the road and turning is existing and it is not considered that a residential use, albeit intensified, would affect this existing situation so significantly as to warrant refusal of the scheme.
- 8.33 Concern has also been expressed with regard to construction vehicles accessing the narrow South Drive with no turning facilities. It is noted that other large vehicles for deliveries and the like have access to South Drive as existing. Prior to any works taking place on site, a Construction Logistics and Management Plan will be required to be submitted to the local planning authority by condition to ensure that the road situation has been taken into account. This plan will also detail hours of deliveries, limit construction hours and provide details of dust control methods to reduce the impact on the adjacent properties as far as possible.
- 8.34 A cycle storage area would be provided in a basement area under the building (making good use of ground levels). 14 cycle parking spaces would need to be provided in line with London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units). Full details of the proposed storage method demonstrating that the space is large enough for 14 cycles will be secured by condition.

- 8.35 Refuse storage is also shown in the basement area. It is located in close proximity to the highway which is convenience and suitable for refuse collectors. Again, full details to demonstrate that the scale is adequate for the needs of the development will be secured by condition. The access to the cycle and refuse store is gated in order to prevent any anti-social behaviour from occurring in the sheltered entrance area and full details of this arrangement will be secured by condition.

### **Environment and sustainability**

- 8.36 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.37 The site is located within an area some risk of surface water flooding and limited risk of groundwater flooding. A Flood Risk Assessment (FRA) has been submitted as part of the application recommending flood resistance and resilience measures including setting minimum floor levels and raising the height of electric sockets. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS) and the FRA outlines that SuDS measures should be installed. A condition requiring site specific SuDS measures would be imposed on any planning permission, alongside the other recommendations of the FRA.

### **Trees and landscaping**

- 8.38 The site is not covered by any Tree Preservation Orders and there are no trees of any particular merit on the site. There are ornamental shrubs and plants and there is no objection to their removal. The plans show some replacement landscaping to the site and full details of hard and soft landscaping including boundary treatment will be secured by condition.
- 8.39 Ecology – A Preliminary Ecological Appraisal of the site has been undertaken which found that no further survey work with regard to protected species is required. The report outlines mitigation and enhancement measures which will be secured by condition. An informative would be included on any decision making the applicant aware that it is an offence to harm protected species or their habitat and in the event that protected species are found on site the applicant should refer to Natural England standing advice.

### **Other matters**

- 8.40 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

### **Conclusions**

- 8.41 The principle of development is considered acceptable within this area. The development has been designed to ensure its appearance respects the character of the surrounding area and that there is no harmful impact on the adjacent properties. On balance, with the inclusion of a Car Club bay on street, the impact on the highway network is acceptable. Thus the proposal is considered to be in accordance with the relevant policies.

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



## **PLANNING COMMITTEE AGENDA**

### **PART 8: Other Planning Matters**

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#### **1 INTRODUCTION**

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

#### **2 FURTHER INFORMATION**

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

#### **3 PUBLIC SPEAKING**

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

#### **4 BACKGROUND DOCUMENTS**

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

#### **5 RECOMMENDATION**

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

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