

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, 9 May 2019** at **6.30 pm** in **Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX**

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

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www.croydon.gov.uk/meetings
Tuesday, 30 April 2019

Members of the public are welcome to attend this meeting.

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

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

Democratic.Services@croydon.gov.uk or phone the number above by 4pm on the Tuesday before the meeting.

THIS MEETING WILL BE WEBCAST LIVE - Click on link to view:

<http://webcasting.croydon.gov.uk>

N.B This meeting will be paperless. The agenda can be accessed online at

www.croydon.gov.uk/meetings

AGENDA – PART A

1. Apologies for absence

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

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

To approve the minutes of the meeting held on 25 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 13 - 14)

To receive the following presentations on a proposed development:

There are none.

6. Planning applications for decision (Pages 15 - 18)

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

6.1 19/00548/FUL 42 Welcomes Road, Kenley, CR8 5HD
(Pages 19 - 36)

The erection of a three storey building with accommodation in the roofspace (comprising 6 x two bedroom and 1 x three bedroom apartment) and 2 x four bedroom, semi-detached houses, with associated access, amenity space, landscaping, alterations to land levels and off street parking.

Ward: Kenley

Recommendation: Grant permission

6.2 18/05822/FUL 40 and 40A Warminster Road, South Norwood, London, SE25 4DZ (Pages 37 - 58)

Demolition of existing house at 40a Warminster Road and erection of 9 new houses (8 three-bedroom and 1 four-bedroom) with 9 parking spaces; partial demolition of existing terrace house at 40 Warminster Road, to be rebuilt with new single storey extension and rear roof dormer widening adjacent vehicle access to the rear.

Ward: South Norwood

Recommendation: Grant permission

6.3 19/00885/FUL 141 Brancaster Lane, Purley, CR8 1HL (Pages 59 - 74)

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

Ward: Purley Oaks and Riddlesdown

Recommendation: Grant permission

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 75 - 76)

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 held on Thursday, 25 April 2019 at 6.30 pm in Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Paul Scott (Vice-Chair);
Councillors Muhammad Ali, Chris Clark, Felicity Flynn, Jason Perry and Gareth Streeter, Stephen Mann, Andrew Pelling, Yvette Hopley and Ian Parker.

Also Present: Councillors Mario Creatura, Shafi Khan and Tim Pollard.

Apologies: Councillor Toni Letts (substituted by Cllr Mann)
Councillor Clive Fraser (substituted by Cllr Pelling)
Councillor Scott Roche (substituted by Cllr Parker)
Councillor Oni Oviri (substituted by Cllr Hopley)

PART A

76/19 **Minutes of Previous Meeting**

RESOLVED that the minutes of the meeting held on 11 April 2019 be signed as a correct record (following the amendments included in the Addendum).

77/19 **Disclosure of Interest**

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

78/19 **Urgent Business (if any)**

There was none.

79/19 **Development presentations**

There were none.

80/19 **Planning applications for decision**

81/19 **19/00490/FUL 97 Pollards Hill South, Norbury, SW16 4LS**

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

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

Geoffrey Binks spoke against the application.

Spencer Copping spoke in support of the application.

Councillor Shafi Khan, Ward Councillor, spoke against the application.

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 97 Pollards Hill South, Norbury, SW16 4LS.

82/19 **19/00561/FUL 29 Blacksmiths Hill, South Croydon, CR2 9AZ**

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

Ward: Sanderstead

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

Robin McKinlay spoke against the application.

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 29 Blacksmiths Hill, South Croydon, CR2 9AZ.

83/19 **19/00198/FUL Former Plumb Centre, Station Approach Road, Coulsdon, CR5 2NS**

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

Ward: Coulsdon Town

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

Fiona Coombe spoke against the application.

Councillor Mario Creatura, Ward Councillor, spoke against the application.

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

Councillor Parker proposed a motion to **REFUSE** the application on the grounds of overdevelopment and negative impact on neighbours.
Councillor Streeter seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of the Former Plumb Centre, Station Approach Road, Coulsdon, CR5 2NS.

At 7.48pm, the Planning Committee adjourned for a short break.

At 7.52pm, the Planning Committee reconvened.

84/19 **18/03158/FUL 2 West Hill, South Croydon, CR2 0SA**

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

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

Andy Hollins spoke in support of the application.

Councillor Tim Pollard, Ward Councillor, spoke against the application.

Councillor Hopley proposed a motion to **REFUSE** the application on the grounds of over dominance, internal configuration of units, cumulative impact and change of character in the area.
Councillor Perry seconded the motion.

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

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 2 West Hill, South Croydon, CR2 0SA.

85/19 **18/05880/FUL 13 South Drive, Coulsdon, CR5 2BJ**

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

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

Stephen Thorpe spoke against the application.

Matthew Corcoran spoke in support of the application.

Councillor Mario Creatura, Ward Councillor, spoke against the application.

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

Councillor Parker proposed a motion to **REFUSE** the application on the grounds of overdevelopment, inadequate parking and out of keeping of the area.

Councillor Streeter seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 13 South Drive, Coulsdon, CR5 2BJ.

86/19 **Items referred by Planning Sub-Committee**

There were none.

87/19 **Other planning matters**

There were none.

The meeting ended at 9.31 pm.

Signed:

.....

Date:

.....

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PLANNING COMMITTEE AGENDA

PART 5: Development Presentations

1 INTRODUCTION

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

2 ADVICE TO MEMBERS

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

3 FURTHER INFORMATION

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

4 PUBLIC SPEAKING

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

5 BACKGROUND DOCUMENTS

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

6 RECOMMENDATION

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

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PLANNING COMMITTEE AGENDA

PART 6: Planning Applications for Decision

1 INTRODUCTION

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

2 MATERIAL PLANNING CONSIDERATIONS

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

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

3 ROLE OF THE COMMITTEE MEMBERS

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

4. THE ROLE OF THE CHAIR

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

8. BACKGROUND DOCUMENTS

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

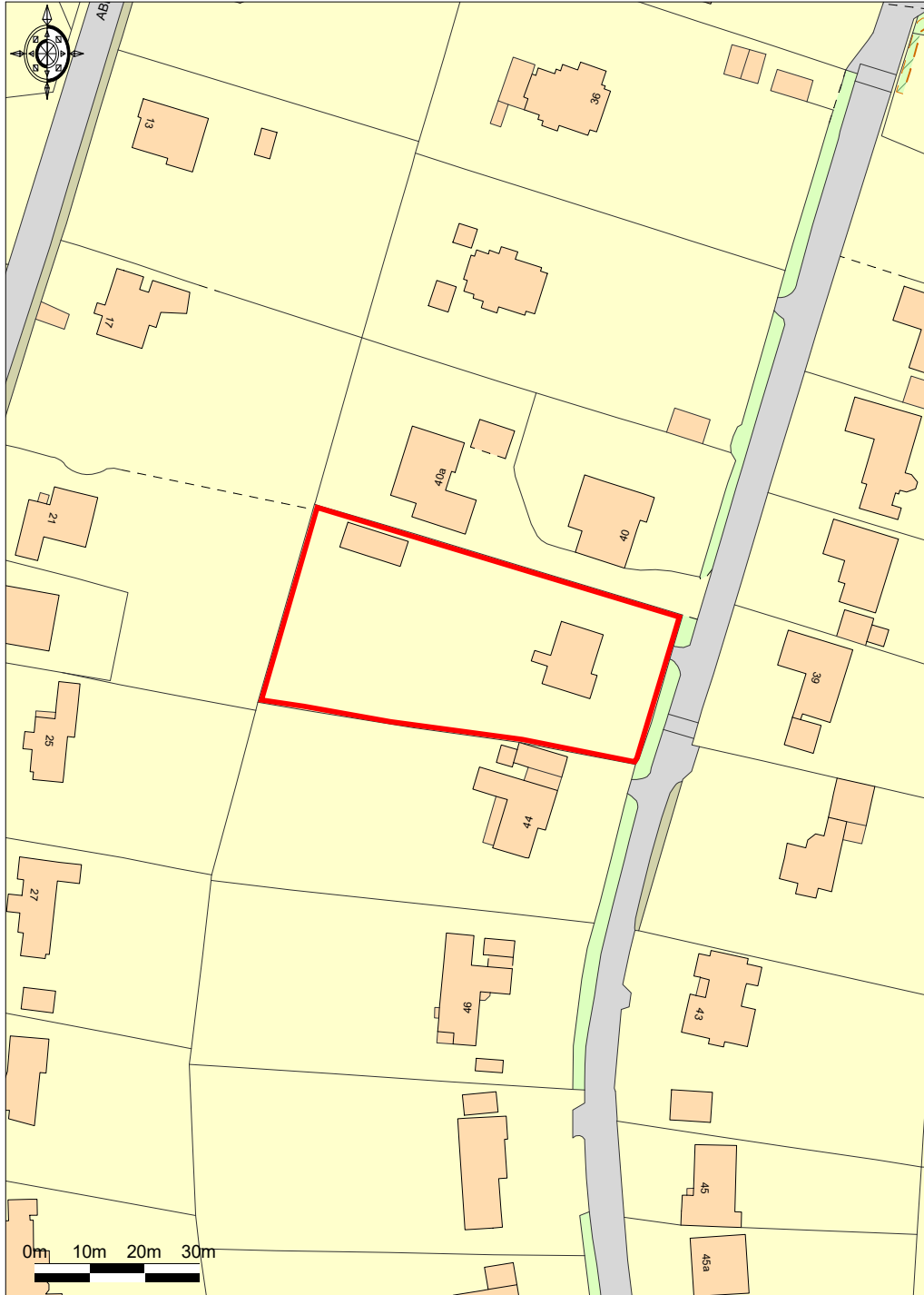
9. RECOMMENDATION

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

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Agenda Item 6.1

42 Welcomes Road, Kenley, CR8 5HD



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LOCATION PLAN 1:1250
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PART 6: Planning Applications for Decision

Item 6.1

1 SUMMARY OF APPLICATION DETAILS

Ref: 19/00548/FUL
 Location: 42 Welcomes Road, Kenley, CR8 5HD
 Ward: Kenley
 Description: The erection of a three storey building with accommodation in the roof space (comprising 6 x two bedroom and 1 x three bedroom apartment) and 2 x four bedroom, semi-detached houses, with associated access, amenity space, landscaping, alterations to land levels and off street parking.
 Drawing Nos: Ground Floor and Site Plan 918:1103/PL101 Rev.A; Site and roof plan 918:1103/PL100 Rev.A; First Floor Plan 918:1103/PL102 Rev.A; Second Floor plan 918:1103/PL103 Rev.A; Roof plan 918:1103/PL104 Rev.A; Elevations 1 918:1103/PL105; Elevations 2 918:1103/PL106; Topographical Survey S17/6310/01; Design and Access Statement (Turnbull Land, February 2019); Location Plan 1:1250 Licence number 100022432; Tree Survey Report 18-592-Report (Canopy Consultancy, January 2019); Tree Protection Plan 18-592-TPP.
 Applicant: Mr James Caldwell, Turnbull Land Ltd.
 Agent: N/A
 Case Officer: Jan Slominski

Existing	1 bed	2 bed	3 bed	4 bed
Houses	0	0	0	1

Proposed	1 bed	2 bed 4 person	3 bed 6 person	4 bed 8 person
Houses	0	0	0	2
Flats	0	6	1	0
Totals	0	6	1	2

Number of car parking spaces	Number of cycle parking spaces
12	18

- 1.1 This application is being reported to the Planning Committee because the ward councillor (Cllr Jan Buttinger) and a Resident Association (Kenley & District Residents' Association) 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 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. Time limit of 3 years (compliance)
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions (compliance)
3. Detailed design of SuDS and flood risk mitigation (precommencement)
4. Demolition, Construction Logistics and Environmental Management Plan to be submitted (precommencement)
5. Materials and details (to be submitted)
6. Landscaping scheme including boundary treatments (to be submitted)
7. Details of refuse storage (to be submitted)
8. Details of play space (to be submitted)
9. Details of cycle storage (to be submitted)
10. Management and allocation of car parking (compliance)
11. 2 Parking Bays to have electric vehicle charging points (compliance)
12. Tree protection plan (compliance)
13. Blue Badge parking space (compliance)
14. Provision of M4(2) and M4(3) units (compliance)
15. 110 litre water usage (compliance)
16. 19% carbon emission reduction (compliance)
17. All flank elevation windows at first floor or above to be obscured glazed with restricted opening (compliance)
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and:

Informatives

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

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposed development would demolish the existing detached bungalow at 42 Welcomes Road, and replace it with 9 new homes, summarised as follows:
- A 2 storey building with additional accommodation in the roof slope facing the street, providing 7 flats.
 - A driveway along the side of the block of flats would lead to a pair of semi-detached four bedroom homes. These would also have 2 storeys with accommodation in the roof, and integrated garages.
 - Both buildings would have a mixture of hipped and gable roofs, with the façades comprising brickwork, render and tile hanging to reflect local materials.
 - All new homes would have a private garden, terrace or balcony, with access to a communal garden between the buildings.

- The buildings would both be set behind soft landscaping, with 12 parking spaces (2 per house, 1 per flat, and an additional visitor space) and dedicated cycle and bin storage.

3.2 Following the consultation responses, the applicant has committed to allocating the car parking space to the dwellings and providing an additional parking space for visitors, as visitor parking is not available on Welcomes Road.

Site and Surroundings

3.3 Welcomes Road is a residential street comprising mostly detached buildings set within soft landscaped gardens.

3.4 The site is on the west side of the road and currently comprises a detached bungalow. The site slopes up from the street towards its rear boundary. The existing dwelling is screened from the street by a tree and dense planting.

3.5 The site is in walking distance of Kenley Station (approximately 600m), although the road is relatively narrow, with no pavements or on-street parking and a Public Transport Accessibility Level (PTAL) of 1b (low).

3.6 The following image shows the site's location.



Fig 3.1 Site Location Plans (OS and Aerial View)

Planning History

3.7 The following planning decisions are relevant to the application:

42 Welcomes Road

- | | |
|-------------|-----------------------------------------------------------------------------------------------------|
| 15/04099/LP | Erection of single storey side and rear extensions. Approved
12.10.2015. Not implemented. |
| 15/02944/LP | Erection of single storey side and rear extensions. Refused
03.08.2015. |
| 12/00279/P | Alterations to land levels at rear to provide terraced garden. Refused
09.04.2012 |
| 12/00183/P | Retention of boundary fence, piers, gates and landscaping. Refused
09.04.2012. |

40 Welcomes Road

- | | |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 17/02511/NMA | Demolition of existing building; erection of 2 four bedroom detached houses and car port and associated access, parking and landscaping (amendment to planning permission 16/03806/P). Approved
01.12.2016 and implemented. |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site is a sustainable location for new dwellings, and the principle of redevelopment to provide additional housing is acceptable.
- The proposal would 3 family sized units (3-4 bedrooms), contributing to the supply of family housing in the borough, as part of a sensible mix of unit sizes.
- The proposal would provide satisfactory living conditions, with regard to space standards, outdoor amenity and quality of accommodation.
- The design and appearance of the proposal would reflect the character of Welcomes Road, and the site layout respects the prevailing development pattern (with a larger frontage building, and smaller visually subordinate development to the rear) and the site's topography.
- The proposal avoids unacceptable harm to the neighbours' living conditions.
- Appropriate provision is made for cycle and car parking, discouraging car use whilst avoiding parking congestion on the street.
- The proposal would overall, subject to the recommended planning conditions, comply with the Croydon Local Plan (2018) policies and result in a sustainable form of development.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

6.1 Letters were sent to 10 neighbours notifying them of the application. 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: 167 Objecting: 163 Supporting: 4

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>Design</i>	
The design would be overbearing and too close to the street.	The frontage block would be set back from the road and aligned approximately with the frontages of 40 and 4 Welcomes Road. The buildings would both be two storeys plus accommodation in the roof, which is of similar scale to the surrounding buildings.
There is a risk that the proposed materials will be of poor quality	A planning condition is recommended, requiring the Council's approval of materials and design details.
The development will irrevocably change the character of Kenley beyond recognition	The development is designed as a detached building at the front of the site, reflecting the design of the surrounding buildings; with a smaller building to the rear which reflects the pattern of development adjacent at no.40. As a single, modest development which reflects local character, the impacts on local character will be limited to its immediate setting.
<i>Drainage</i>	
There is no drainage on Welcomes Road	There is mains drainage available to Welcomes Road. The proposal includes a Flood Risk Assessment and measures to minimise surface water run-off are to be secured by a planning condition.
<i>Non-material issues</i>	
The proposed development will affect house prices.	This is not a land use planning consideration.
<i>New Housing and Affordability</i>	
By limiting the proposal to 9 units, no social housing is proposed for local people on low incomes and key workers	As fewer than 10 units are proposed, affordable housing is not a planning requirement. Although the development plan supports maximising housing delivery, a balance needs to be struck to ensure a development with contextual design, sufficient parking and amenity space, and an appropriate mix of units. Officers are of the view that the proposal strikes this balance and is supported by the development plan.

Kenley is not suited to flats.	The Government's National Planning Policy Framework (NPPF) and the Croydon Local Plan 2018 both require the delivery of a wide choice of high quality homes.
There should be a moratorium on new development to allow their impacts to be assessed (Note: This objection came from a newly constructed house nearby)	40 Welcomes Road has recently been developed and was praised in a number of consultation responses, demonstrating that redevelopment can take place with acceptable impacts. The proposed development's impacts are summarised in this report.
<i>Neighbour Amenity</i>	
The proposal represents overcrowding which will result in noise and disturbance	The proposal is low density, with the majority of the site retained as outdoor space. The proposed residential use is consistent with the residential nature of its surroundings.
The proposal will be harmful to neighbours in terms of being overlooked and reduction in light.	The amenity impacts are explained in the "Living Conditions for Neighbours" section of this report at paragraph 8.22 onwards.
<i>Parking</i>	
No parking is proposed.	12 parking spaces are proposed for 9 dwellings (2 per 4-bedroom unit, 1 per 2-3 bedroom unit, and a visitor space).
No parking is available on street, so visitor parking needs to be accommodated on site.	This comment was supported by a parking survey from Welcomes and Uplands Road Association. No on-street parking is available outside the site, so the proposal needs to accommodate its own parking impacts. The plans have since been amended to incorporate a visitor parking space, in acknowledgement of the restricted width of Welcomes Road.
<i>Highways and Traffic</i>	
Welcomes Road is quiet and attracts walking groups and dog walkers. The traffic and disturbance associated with the development may cause highway safety risks.	The impact of 8 additional homes will be minor, noting that there are already more than 8 homes on Welcomes Avenue which exist without significant highway safety risks.
Welcomes Road is narrow with no footpath, and does not provide suitable walking access to the station.	Although Welcomes Road is narrow (with 2 lane traffic, but no footpath), it is a quiet residential street with good visibility, and adequately serves its residents, and is only 600m from Kenley Station (and bus stops).
Emergency service vehicles visiting the site will block the road.	There is sufficient space within the proposal for vehicles to enter, turn around and leave without blocking the road.
<i>Construction Impacts</i>	
It will be impossible to construct the development without damage to neighbouring properties.	Although the road is relatively narrow, the site has a wide frontage and there is no reason why vehicles cannot transport materials without damaging the neighbouring properties.
The construction process will result in disruption.	Some disruption is inevitable with any construction work, but this is temporary and

	not a land use matter. However, a Demolition, Construction Logistics and Environmental Management Plan is to be secured by a pre-commencement condition to minimise environmental and highways disruption.
<i>Wildlife and Green Belt</i>	
The green space in the green belt should be retained.	The site is not in the green belt.
The development doesn't consider the area's wildlife.	The site is a residential garden, and no protected species were referred to in the consultation responses or observed on site. The grant of planning permission would not override other habitat protection legislation.
<i>Infrastructure</i>	
The local area has insufficient infrastructure to support new housing (including sewage and schools).	The development will be liable for a Community Infrastructure Levy (CIL) payment which is pooled to fund local infrastructure.

6.3 Cllr Jan Buttinger raised an objection on the grounds of:

- Overdevelopment
- Insufficient parking provision
- Detrimental impact on trees
- Pedestrian safety

6.4 Cllr Steve O'Connell raised an objection on the grounds of:

- Parking
- Highway Safety
- Tree protection
- Incompatible with neighbourhood centres

6.5 Kenley & District Residents' Association have objected on the following grounds:

- Inadequate Parking provision
- Highway and pedestrian safety
- Loss of greenery
- Tree protection
- The site is not in walking distance of local facilities

6.6 Welcomes and Uplands Residents' Association have objected on the following grounds:

- Inadequate Parking provision (supported by a parking survey demonstrating no availability of parking on Welcomes Road)
- Highway and pedestrian safety
- The development would not respect local character
- Insufficient waste capacity
- Overlooking

6.7 In support of the proposal, a comment was received from a close neighbour stating that the site has been an eyesore for seven years and redevelopment is welcomed.

7 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018 and updated 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:

Consolidated London Plan 2016

- 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

Croydon Local Plan 2018

- SP2 - Homes
- SP6 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities

- DM10 - Design and character
- DM13 - Refuse and recycling
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM40 – Kenley and Old Coulsdon

Supplementary Planning Guidance/Documents:

- London Housing SPG March 2016
- Croydon Suburban Design Guide 2019
- London SPG Shaping Neighbourhoods: Play and Informal Recreation

8 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of Development

- 8.2 The London Plan and Croydon Local Plan support the delivery of new housing in sustainable locations, to address the need for new housing to suit local communities. 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 Policy SP2.7 supports the provision of new family sized dwellings, with a strategic target of 30% of all new dwellings across the borough to be family sized. Policy DM1.2 supports this aim by preventing the loss of small family homes by restricting the net loss of units with three bedrooms or a floor area of less than 130sq.m, and this requirement to retain or re-provide family sized homes has been upheld by several recent appeal decisions.
- 8.4 The existing dwelling is smaller than 130sq.m and therefore is protected by Policy DM1.2. The proposal would re-provide an equivalent dwelling and overall 30% of the proposed dwellings would have three or more bedrooms. It would therefore comply with Policies DM1.2 and SP2.7.
- 8.5 The proposed unit mix is six 2-bedroom (4 person) units, one 3-bedroom (and two 4-bedroom units). All 2-bedroom units would be suitable for 4 occupants and therefore these, in addition to those with three or more bedrooms, can be considered a form of small family sized housing (for the first three years of the Croydon Local Plan). This is considered an acceptable mix, which reflects the need to deliver family sized

housing and whilst maintaining the site's suburban character and remaining proportionate to the site's limited public transport accessibility.

8.6 The site is located within an existing residential area and subject to policy compliance in other respects, the principle of redevelopment is supported.

Townscape and Visual Impact

8.7 Welcomes Road is characterised by detached residential buildings, of mixed scale and design. Typically, these are two-storey buildings with pitched roofs. The site immediately adjacent (no.40) has been redeveloped with one "frontage" building, and another to the rear of that site which is accessed via a driveway. Notably, that pattern of development was cited in many of the consultation responses as an appropriate development pattern (notwithstanding that no.40 comprises houses rather than a mix of houses and flats).

8.8 The proposal comprises a block of flats at the front of the site, and a pair of semi-detached houses to the rear.

8.9 The following images show the proposed site arrangement, and front elevations.



Fig 8.1: Proposed Ground Floor and Site Layout



Fig 8.2: Proposed Front Elevation (Frontage block of flats) in context

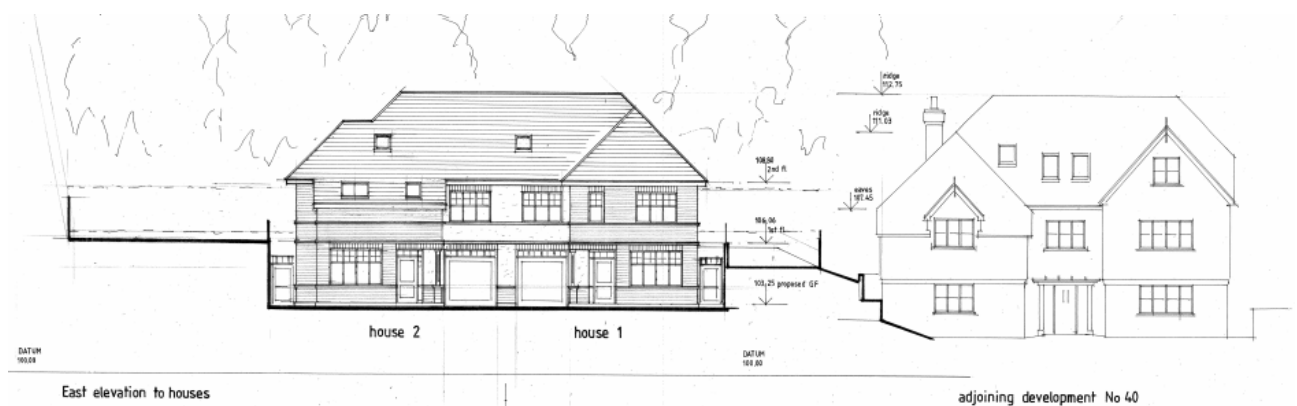


Fig 8.3: Proposed Front Elevation (rear semi-detached houses) in context

- 8.10 The block of flats would have an asymmetrical appearance with two full storeys and a pitched roof (containing one 3-bedroom flat). It would be set in from the side elevations, and the front elevation would be approximately aligned with those of the properties on either side.
- 8.11 Policy DM10.1 seeks to achieve a minimum height of 3 storeys, with the Croydon Suburban Design Guide 2019 suggesting methods of achieving this. The frontage block would be three storeys in height, including rooms in the roof. Given that the frontage house at no.40 is 1.5 storeys (plus rooms in the roof) and no.44 is 1 storey, the proposed height would balance suburban intensification with the scale and character of its context. In terms of size, scale and position it would sit comfortably in its setting.
- 8.12 The facing materials (brick, render and tile hanging) would reflect the local materials, and the centrally positioned front entrance would result in a very legible design. The block would be set behind a u-shaped driveway surrounding an existing Yew tree, and the overall impression would be of a large detached house set within gardens.
- 8.13 To the rear, there would be a pair of semi-detached houses. These would also be 2 storeys with rooms in the roof and an asymmetrical design. The pair of houses would be narrower than the block of flats, with a smaller roof and a partial catslide roof resulting in lower eaves. As a result of the site's topography, the ridge height would be higher than the frontage building, however this would be minimised by being partially cut into the sloping land and its smaller size overall is considered to appear visually subordinate to the block of flats. Although it would not be aligned with the rear house at no.40, it would follow a similar site layout.

- 8.14 The buildings would be separated by a communal garden and driveway, giving access to a detached cycle store. There would also be a detached bin store adjacent to the road (which all residents will pass when entering or leaving the site). The parking areas would be broken up, with no more than 3 adjacent spaces to avoid a car-dominated appearance, and the houses would incorporate internal garages to further minimise the appearance of parked vehicles.
- 8.15 The proposed development would represent contextual design and would fit in to the local character. It would also maintain local character and accommodate the proposal's requirements in terms of cycle storage, waste storage and car parking. Given the number of single storey buildings along this stretch of Welcomes Road, and when balancing all considerations including car parking (see paragraph 8.28 below) in this location on Welcomes Road, officers are of the view this scheme presents an appropriate intensification of the site. Planning conditions are recommended to ensure high quality materials and detailing, and appropriate landscaping design.

Housing Quality for Future Occupiers

- 8.16 All the units of the proposal would comply with internal dimensions required by the Nationally Described Space Standards and would provide sensible layouts with well-proportioned rooms, storage space, and access to private outdoor spaces (gardens, terraces and/or balconies) directly from their living rooms. The buildings would have attractive, well laid out entrances, and the internal spaces and layouts would be acceptable. None of the units would be single aspect, with all units having access to light and daylight from at least three directions. All of the 3-4 bedroom units would have separate kitchens and living areas.
- 8.17 The quality of accommodation would therefore be very high, and there are no concerns about overcrowding or cramped accommodation.
- 8.18 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. Each flat would benefit from private amenity space which would exceed these minimum private open space requirements. There would also be a large amount of good quality communal open space across the site, offering a variety of spaces for residents (including playspace).
- 8.19 In addition to private and communal amenity spaces, the proposal includes children's playspace within the communal gardens, which is to be secured by a planning condition in line with London Plan Policy 3.6 and the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation'.
- 8.20 The block of flats has incorporated a lift which is welcomed by officers. In order to comply with the London Plan requirement that 10% of units are wheelchair accessible or adaptable, and as all other flats would have level access (some via the lift) a condition is recommended requiring one flat to be Building Regulations Part M4(3) compliant (wheelchair user) and all other units to be M4(2) compliant (accessible and adaptable).
- 8.21 The development would provide high quality accommodation including of family sized housing all with adequate layouts, space, and amenities for future occupiers.

Living Conditions for Neighbours

- 8.22 Due to the spacious nature of Welcomes Road, and the steep topography, living conditions at the properties to the front and rear will not be significantly affected. The properties that have the potential to be most affected are the adjoining properties at 40 and 44 Welcomes Road.
- 8.23 The two detached houses at 40 Welcomes Road have no side elevation windows facing the site. The proposal would fall well outside the 45 degree lines from the front and rear windows at 40 Welcomes Road. Due to the position, size and orientation of the proposal, there would be no significant impacts on living conditions at 40 Welcomes Road.
- 8.24 The bungalow at 44 Welcomes Road is separated from the boundary by a garage. There are therefore no residential side elevation windows directly facing the site. Again, the proposal would fall well outside the 45 degree lines from the front and rear windows, and due to its position to the north of no.44, there would be no sunlight impacts. The proposal would not result in unacceptable impacts to no.44.
- 8.25 The proposed block of flats would have side elevation windows, but they would only be bathrooms or secondary kitchen windows and a condition is recommended requiring obscured glazing to avoid prejudicing future development.
- 8.26 The proposed development is likely to generate additional comings and goings to/from the site. However, the additional noise levels associated with this is not anticipated to be beyond what would be expected within residential areas.

Highways, Access and Parking

- 8.27 The site has a PTAL of 1b which reflects its limited public transport accessibility. Welcomes Road is narrow, private and no on-street parking is provided along this Road. However, the site is located within 600m walking distance to Kenley train station and bus stops serving the 434 bus route. Welcomes Road is also a relatively quiet road, and is used by walkers. Access to Kenley Train station for regular journeys is therefore a realistic prospect, and it would be entirely feasible to live at the site without car dependence.
- 8.28 The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In Outer London areas with low PTAL (generally PTALS 0-1), boroughs should consider higher levels of provision. A 1:1 ratio would be in line with the London Plan and Croydon Plan to reduce the reliance on the car and meet with sustainability targets.
- 8.29 Furthermore, the Croydon Suburban Design Guide 2019 suggests that in PTALs of 0-1, the Council will seek to accommodate all parking on site (with any anticipated need for on-street parking judged on a case by case basis).
- 8.30 2 spaces per unit are therefore proposed for the larger (4 bedroom units) and 1 space per flat, together with an additional space for visitors. A planning condition is recommended to ensure that spaces are allocated to units, discouraging excessive car ownership, and ensuring that the visitor parking spaces is available for its intended purpose. Combined with the ability to access public transport easily (for example, for regular commuting), the proposed parking arrangements are considered

to sensibly balance the competing priorities of reducing car ownership with accommodating the site's impacts.

- 8.31 Objections have been received detailing that the lack of on-site parking would result in people parking on Welcomes Road, causing undue obstruction to road. The Council's parking policies have been applied generously and flexibly given that there is no on-street parking available within 1 minute's walking distance of the site. The amount of off-street parking is considered to be acceptable. Furthermore, should parking on the road occur this would be subject to other controls as a private road.
- 8.32 One disabled parking space is proposed (10% of spaces, in line with policy requirements), and a condition is recommended requiring all spaces to enable future provision of electric charging points, and 2 of the parking bays (20%) to have an actual electric vehicle charging point.
- 8.33 The proposal re-uses the existing vehicle crossover and driveway to the front of the building but proposes to extend the driveway to the rear of the site to accommodate the additional parking and access to the houses. The parking layout and access arrangement permits access and exit movements in forward gear and would be acceptable. The proposed (revised) layout is capable of accommodating a number of vehicles including emergency vehicles.
- 8.34 A dedicated, covered and secure cycle store is proposed for the block of flats, which would be attractive for users and well overlooked to allow good security. The houses would have internal cycle spaces, and the capacities of all of the cycle storage facilities would comply with the London Plan (2 spaces per house, and 14 spaces for the flats). Indicative plans have been submitted, and further details of the store, including the appearance, materials, size and type of stands size will be secured by a condition.
- 8.35 There would be a proposed bin store adjacent to the driveway which is within maximum pulling distance of 20metres from the street. The proposed bin store is capable of accommodating the required minimum capacity for the proposed development (1152 litres dry recycling, 1320 litres landfill, and 87 litres food recycling). Details of the store, including the materials and appearance will be secured by a condition.
- 8.36 The site layout would be capable of accommodating all construction vehicles on site for the duration of the construction process. A Demolition, Construction Logistics and Environmental Management Plan will be required by a condition before commencement of work, particularly given the narrowness of Welcomes Road and the mature trees on the site. This should also outline measures to minimise noise and dust impacts, and disruption to neighbours.

Environment, flooding and sustainability

- 8.37 The site is located within Flood Risk Zone 1 and is at very low risk of surface water flooding. It is also within a surface water and critical drainage area.
- 8.38 The applicant has submitted a Flood Risk Assessment which confirms that a Sustainable Urban Drainage System (SUDS) will be in place; this is to be secured by a pre-commencement planning condition. Although the land slopes steeply and part

of the site would be cut in to the landscaping to create terraces, no basement level accommodation is proposed.

- 8.39 A conditions will also be attached to ensure that the proposal is designed to achieve mains water consumption of 110 litres or less per head per day.

Trees and biodiversity

- 8.40 The site is a house and residential garden, and although there is a significant proportion of green space, no particular biodiversity benefits, protected species or habitats have been identified. Notwithstanding, the grant of planning permission does not override other legislation protecting specific habitats or species and an informative is recommended to advise the applicant to see the standing advice by Natural England in the event that protected species are found on site.
- 8.41 The site is subject to an area wide Tree Protection Order made in 1964. There are trees outside the site's western (rear) boundary and southern (side) boundaries which would not be affected.
- 8.42 There is one existing Yew tree at the front of the site, which along with the laurel boundary hedge at the front of the site would be retained. No trees would be removed as a result of the proposal. The submitted Tree Protection Plan is to be secured by a planning condition to avoid harm to the existing tree during construction.
- 8.43 A landscaping plan is also recommended to ensure appropriate biodiversity benefits and to integrate the scheme into its verdant setting.

Other matters

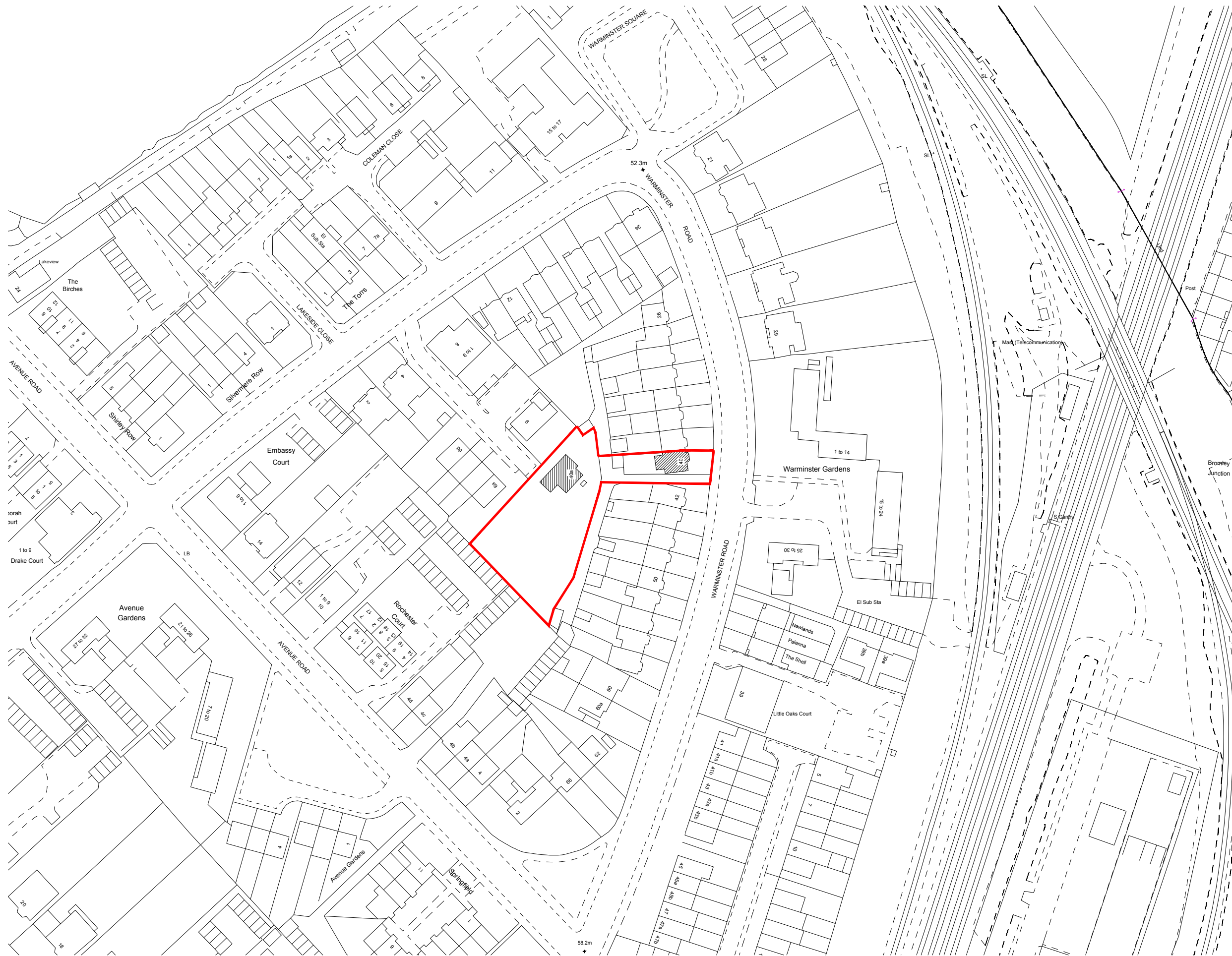
- 8.44 A planning condition is recommended requiring a 19% reduction in CO2 emissions beyond the Building Regulations Part L (2013) in compliance with Croydon Local Plan Policy SP6.3.
- 8.45 The development will be liable for a payment under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.46 The site is in a sustainable location for new housing development, and the scale, size and amount of development is appropriate for its setting. The new dwellings would provide a good quality and appropriate mix of family sized housing types, supported by car parking, cycle storage and bin storage. The impacts to neighbours would be largely limited to the construction period, and the further potential impacts highlighted in this report would be mitigated by the recommended planning conditions.
- 8.47 The proposal would comply with the Croydon Local Plan 2018 and would be acceptable.
- 8.48 All other relevant policies and considerations, including equalities and the public consultation responses, have been taken into account.

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General Notes:
 - Do not scale from the drawing.
 - All dimensions must be verified on site before the commencement of work of the fabrication of any item. Any discrepancies must be reported to the Architect.
 - The drawing is to be read with all related information.



1 LOCATION PLAN
 SCALE: 1:1250

0 metres 25 100

rev	notes	drawn By	checked By	date
1	first issue	CM	BR	18/09/18

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dwg status: **PLANNING**
 Client: Roger Josephs, Bernard Stanis
 Project: 40 Warminster Road, SE25 4DZ
 drawing description: Location Plan
 drawing number: 475 -100
 scale: 1:1250@A3

Agenda Item 6.2

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PART 6: Planning Applications for Decision

Item 6.2

1 SUMMARY OF APPLICATION DETAILS

Ref: 18/05822/FUL
 Location: 40 and 40A Warminster Road, South Norwood, London SE25 4DZ
 Ward: South Norwood
 Description: Demolition of existing house at 40a Warminster Road and erection of 9 new houses (8 three-bedroom and 1 four-bedroom) with 9 parking spaces; partial demolition of existing terrace house at 40 Warminster Road, to be rebuilt with new single storey extension and rear roof dormer widening adjacent vehicle access to the rear.
 Drawing Nos: 475-202/P6, 475-203/P6, 475-204/P6, 475-201/P7, 475-201/P1, 475-211/P1, 475-212/P2
 Applicant/Agent: Miss Annie Reid
 Case Officer: Christopher Grace

	1 bed	2 bed	3 bed	4 bed
Houses	0	0	8 (6 person)	1 (7 person)
Flats	0	0	0	0
Totals	0	0	8 (111 sq.m)	1 (128 sq.m)

Type of floorspace	Amount proposed	Amount retained	Amount lost
Residential	1148 sq.m	0 sq.m	170 sq.m
Number of car parking spaces		Number of cycle parking spaces	
9		18	

- 1.1 This application is being reported to Planning Committee because the South Norwood Ward Councillor (Councillor Patsy Cummings) has requested it be referred to Planning Committee. Objections above the threshold highlighted by the Committee Consideration Criteria have also been received.

2 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) Built in accordance with approved plans
- 2) Materials to be submitted for approval

- 3) Details to be provided:-
 - a) Hard and soft landscaping – including widened access road, paving surfaces, parking spaces, play-space, planting and species to be submitted and installed/provided prior to occupation of the dwellings hereby approved.
 - b) Boundary treatment – including private amenity space enclosures between the houses showing height and materials, planting hedges to play-space area
 - c) Vehicle site lines on to Warminster Road including point of entry/exit
- 4) Refuse details to each house and communal storage area to be submitted
- 5) Cycle storage areas to be submitted
- 6) Parking and disabled parking to be provided as specified
- 7) Details of land levels prior to occupation
- 8) Electric vehicle charging points
- 9) Demolition and construction method statement
- 10) 19% reduction in carbon emissions
- 11) 110 litre water consumption target
- 12) Parking to be provided before the buildings are occupied
- 13) Removal of permitted development rights
- 14) Details of security lighting
- 15) Details of Suds measures
- 16) Details of tree protection measures and tree planting scheme
- 17) Ecology protection measures to be submitted
- 18) The proposed two-storey wheelchair user house is to be built in accordance with Part M4(3)
- 19) No windows to be incorporated in the west facing flank elevation of the houses.
- 20) Commence within 3 Years

Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

Informative

- 1) CIL
- 2) Code of Practice regarding small construction sites
- 3) Highways works and or/damage to the existing highway during the construction phases to be made good at developer's expense
- 4) Applicant to liaise with London Fire Services
- 5) Any [other] informative(s) considered necessary by the Director of Planning and Strategic Transport

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

powder coated windows, permeable paving. 40 Warminster Road would be finished in render with tiled roofing.

- 3.5 The scheme would include 9 car parking spaces including 1 disabled space and 2 electrical charging points. Bicycle spaces would be accommodated within each of the private gardens, all contained within secured/covered units. Refuse storage would be collected from two communal points from within the site.
- 3.6 The proposal would include removal of a number of trees and the provision of new extensive landscaping. Each of the houses would benefit from private garden areas with a communal play-space area. In addition, there would be hard landscaping to pedestrian routes, new boundary treatment between the buildings with a variety of replacement trees/shrubs planted in and surrounding the site boundary.
- 3.7 The proposal has been amended during the course of the application to provide a pedestrian access route across the site, repositioning of car parking spaces and the introduction of a connection between green spaces and staggered terrace gardens. Further amendments have included some modification to the architectural expression to elevations, the materials palette, changes to landscaping and shared surface arrangements and the relocation of bin stores.

Site and Surroundings

- 3.8 The property is a 0.17 ha back-land site comprising a vacant detached two-storey house. The site narrows to the north with extensive garden towards the south. The site is located behind two rows of terrace houses (36 to 58 Warminster Road) separated by a private right of way which forms access to the application site between 40 to 42 Warminster Road. This access route continues along the eastern boundary of the site and provides access to garaging for a number of properties fronting onto Warminster Road. The site is bounded by residential gardens to the north. To the south-west are residential garages belonging to Rochester Court, with a block of flats also to the south (which has planning permission to be redeveloped – in the form of 12 self-contained flats). To the west, is privately owned cul-de-sac comprising 5 houses (6-6d Warminster Road). The site rises gently to the south and west.
- 3.9 Whilst there are a number of trees on the site, there are no protected trees identified on the site or in the immediate surroundings. The site is located within an area of low surface water drainage flood risk (1:100yrs).

Planning History

- 3.10 The following planning decisions are the most relevant to the application:-
 - In 2014, planning permission was refused for the demolition of existing house and garden structures; erection of three storey building comprising 8x2 bed and 1x1 bed flats; provision of associated parking area, cycle stores, refuse store (LBC Ref 14/00980/P). The subsequent appeal was dismissed. The main issues raised by the Planning Inspector were as follows:

- The proposal would have resulted in an uncompromising bulk and mass, over-dominant and visually intrusive;
 - The proposal would have compromised the privacy of occupiers and neighbouring outlook.
 - The scheme would have failed to provide an attractive access; resulting in more activity along the access, which would have quickly deteriorated and would have exacerbated an already unsatisfactory situation.
- In 2019 the local planning authority engaged in pre application discussions regarding the proposed erection of nine dwellings. At the time the proposed access onto the site was shown via the Warminster Road residential cul-de-sac (rather than via the existing access route between 38 and 40 Warminster Road). The Summary advice offered was as follows:
 - No objection in principle to residential development
 - 6 houses along the south 3 along the north with a central vehicle access land with access extending existing cul-de-sac is supported subject to amenity considerations.
 - Proposed material choice to be used should demonstrate appropriateness of the development in order to match the characteristic of the area.
 - In March 2018, planning permission was granted in respect of the adjacent garage court, accessed off Avenue Road, involving the demolition of garages and erection of a three storey building to provide 12 flats together with a disabled car parking space, landscaping and other associated works (LBC Ref 17/06360/FUL). No works have yet to take place on site.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The proposed would provide an appropriate scale for a back-land development, making effective use of the residential site, providing much needed family housing increasing the Council housing stock.
- 4.2 The proposed new buildings would preserve the character of the area and would not harmfully affect the appearance of the immediate surroundings.
- 4.3 The proposed new buildings would not have a detrimental effect on the residential amenities of the adjoining occupiers and would provide an acceptable living environment for the future occupiers.
- 4.4 The development would provide an appropriate level of parking, encourage use of sustainable modes of transport, incorporate safe and secure vehicle access to and from the site and would have an acceptable impact on the highways network.
- 4.5 The development would incorporate sustainability requirements and incorporate sustainability techniques as part of the overall drainage strategy.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

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

No of individual responses: 37 Objecting: 37 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>Principle of development</i>	
Overdevelopment, overcrowding, too many houses proposed, particularly in view of nearby Avenue Road 'Brick by Brick' to create 12 flats in 2018, Sylvan Road and Warminster Junction scheme, too dense, loss of homes to create 2-8 Warminster Road in 2004; garden grabbing; continued urbanisation of a suburban area.	The principle of residential development on this site is considered to be acceptable and would make effective use of a brownfield site; Refer to paragraphs 8.2 to 8.7 of this report.
<i>Scale, massing, appearance</i>	
Loss of traditional building; loss of existing terrace house significantly altering its style and architecture; no use of existing materials; development not in keeping, too high with height out of keeping; no continuity; limited green space; lack of playing area; revised design still at odds.	Officers consider that the proposal in terms of scale, massing and appearance creates an acceptable design, with a contemporary frontage building, an acceptable transition in scale between the application site and the surrounding buildings and would be of suitable layout; Refer to paragraph 8.8 to 8.13 of this report.
<i>Amenity, privacy, outlook, light</i>	
Too close to neighbouring properties, loss of privacy, outlook and overlooking of properties in Warminster Road, intrusive to neighbouring properties; Loss of light, overshadowing	The proposed buildings are considered to be acceptable in position and impact on surrounding neighbouring amenity in terms of outlook, light and privacy; Refer to paragraph 8.14 - 8.21 of this report.
<i>Noise</i>	
Noise from traffic to rear of neighbouring houses; pollution	Officers consider that the introduction of an intensified residential use in the residential area

due to construction; impact on health of neighbouring children; subsidence identified in neighbour's property.	would not lead to an unacceptable level of noise and disturbance. Disruption and pollution during the build could be minimised through an approved Construction Management Plan; Refer to paragraph 8.14- 8.21 of this report
<i>Standard of accommodation</i>	
Very little amenity space; will play space be communal.	Officers consider that the proposal would provide a suitable standard of accommodation including external amenity space; Refer to paragraph 8.23 to 8.24 of this report.
<i>Security</i>	
Safety concerns over access to rear gardens of neighbouring properties lack of lighting; Impact of light overspill, light pollution and disturbance. Increase of crime, compromise security to rear of 42-58 Warminster Road, burglaries an anti-social behaviour, existing access used as play area and extra traffic put safety at risk.	In view of the site's back-land location, a condition requiring details of safety measures including lighting and level of illuminance to the rear should protect neighbour amenity; Refer to paragraph 8.14 -8.21 of this report.
<i>Waste</i>	
Refuse maintenance problem with communal point.	The applicant plans include refuse storage provision in line with officer comments. Details to be controlled by condition; Refer to paragraph 8.40 of this report.
<i>Transport</i>	
Access inappropriate for ambulances, fire service; parking difficult, not enough parking proposed; increased traffic, access road issues, overspill of parking requirements; dangerous precedent; no visitor space lead to overflow parking on Warminster Road; increase risk of lack of visibility	Officers consider the level of on-site parking and bicycle provision to be appropriate, the proposed vehicle access would be appropriate and that detailed planning conditions would secure suitable and safe vehicle movement and fire safety; Refer to paragraphs 8.25 to 8.31 of this report.
<i>Flooding</i>	
Pressure on drainage systems, flood risk	Officers consider that the applicants have addressed issues of flooding and sustainable discharge measures, the details to be subject to a condition; Refer to paragraphs 8.38 to 8.39 of this.
<i>Trees and Ecology</i>	
Loss of green space, big mature trees and well-established plants not	A condition requiring details of new landscaping tree planting and protection measures should ensure that suitable planting is provided and

adequately replaced, negative impact on environment; Loss of wildlife, birds, foxes, stag beetles.	suitable ecological measures are secured by condition; Refer to paragraphs 8.32 to 8.37 of this report.
<i>Other</i>	
Pressure on existing services, surgeries, schools, transport, shops need to be considered oversubscribed in area	The proposal would include CIL contributions towards national and local infrastructure. Refer to paragraphs 8.6 of this report.

6.3 Councillor Clive Fraser has made the following comments (requesting further information):

- raised queries over the proposed access (rather than extending the existing Warminster Road cul-de-sac – as pre the pre application submission). The developer should pursue a right of access over the existing Warminster Road cul-de-sac rather than create a disjointed layout and design:

6.4 Councillor Patsy Cummings has objected to the planning application and referred the matter to Planning Committee – for the following reasons:

- The scheme represents a poorly conceived back-land development in terms of access to the site with subsequent layout and design being counter to existing street pattern and residential amenity

6.5 The Norwood Society raised the following objections:

- Overdevelopment of the site;
- Density of the proposal;
- Loss of amenities to the adjoining properties, including outlook and sunlight to 6 and 6a Warminster Road, increased noise from new neighbours and vehicles using the site loss of privacy and overlooking;
- Unsuitable access between 40 and 42 Warminster Road; the intensification of use with these 9 properties with associated parking spaces is unsuitable for additional traffic. Pedestrians would have to share this access with resident's cars and service vehicles
- Loss of mature trees
- The alterations proposed to 40 Warminster Road would be out of keeping and disrupt the symmetry of the existing terrace.

7 RELEVANT PLANNING POLICIES AND GUIDANCE

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

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

- Achieving sustainable development (Chap 2)
- Delivering a sufficient supply of homes (Chap 5)
- Promoting sustainable transport (Chap 9)
- Achieving well designed places (Chap 12)
- Meeting the challenge of climate change, flooding and coastal change (Chap14).

7.3 The main policy considerations raised by the application that the Committee are 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
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide
- 5.3 Sustainable design
- 5.14 Water quality and wastewater infrastructure
- 5.17 Waste capacity
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 7.4 Local character
- 7.6 Architecture

Croydon Local Plan: Strategic Policies 2018:

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and Climate Change
- SP7 Green Grid
- SP8 Transport and communication

Croydon Local Plan Policies 2018:

- DM1 Homes
- DM10 Design and character
- DM13 Refuse and recycling
- DM23 Development and construction
- DM25 Sustainable drainage systems
- DM27 Protecting and enhancing our Bio-Diversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion

- DM30 Car and cycle parking in new development
- DM47 South Norwood and Woodside

Supplementary Planning Guidance as follows

- London Housing SPG March 2016
- Suburban Design Guide SPD Adopted April 2019

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact and consideration of density
3. Residential amenity/Daylight & Sunlight for neighbours
4. Housing Quality for future occupiers
5. Transport
6. Trees
7. Ecology
8. Sustainability and flooding
9. Waste

Principle of Development

- 8.2 In considering this proposal, the local planning authority has had regard to delivering a wide choice of homes and the presumption in favour of sustainable development.
- 8.3 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in helping to resolve the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and through various forms of suburban intensification.
- 8.4 The proposal would replace an existing house with nine new residential units. The loss of the existing building would not give rise to concern and the proposal would not result in a net loss of family accommodation. The proposal would provide a combination of 3 and 4 bedroom properties which would significantly assist the local planning authority in meeting its target of 30% of homes being suitably sized to accommodate families. The provision of new residential accommodation within this setting would add to the Council's housing stock.
- 8.5 The proposal would have regard to the surrounding residential character whilst optimising the site's development potential. Whilst officers did explore whether there was capacity to deliver further units, there was concern that the introduction of a further unit would have affected the overall quality of the development, impacting on the availability of on and off-street parking and further constraining the site and its potential to deliver sustainable development. Officers are satisfied that the scheme suitably realises the optimal capacity of the site.

- 8.6 Neighbours have raised objection over the extent of development and that a previous planning application involving provision of a block of 9 flats at this site was refused permission in 2014 (LBC Ref 14/00980/P) due to its character and appearance, impact on neighbouring privacy, outlook and unsatisfactory access (supported on appeal). Whilst the Planning Inspector (in dismissing the appeal) did not rule out the principle of development of the site for residential purposes, he was concerned about the bulk and mass of the block and its relationship with the houses at the rear of 4-8 Warminster Road, the extent of visual intrusiveness on 6 Warminster Road, including a long, narrow and unattractive vehicle access, which would have increased activity along a narrow track which would have quickly deteriorated. The Inspector considered that this would have exacerbated an already unsatisfactory situation, failing to improve the conditions for safe and suitable access. The applicants have sought to address these issues, through alternative layout and design approaches, with the provision of an improved and wider access.
- 8.7 In respect to the density of the scheme, representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 1a and as such, the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) with 40–80 u/ha; the proposal would be within this range at 176 hr/ha and 58 u/ha. The London Plan further identifies that density is only the start of assessing the merits of development and not an end state. The range for a particular location is broad, enabling account to be taken of other factors including local context, design and transport capacity which, where appropriate, can provide a tool for increased density in certain situations. It is considered that given the site's location, design, transport capacity and parking provision, the density would be acceptable. The proposed development would include Council CIL contributions to be placed towards local infrastructure. The proposal would therefore accord with London Plan requirements in promoting housing.
- 8.8 On balance therefore, it is considered that subject to an appropriately scale of development in line with NPPF requirements of sustainability and good design, proper consideration of amenity effects, improved access arrangements and efforts being taken to mitigate the loss of trees and other landscape features, there is no objection in principle of further residential development in this location.

Townscape and Visual Impact

- 8.9 The previous scheme refused in 2014 involved construction of a 3-storey block of flats along the southern boundary of the site. The current proposal would create two terraces of houses to the north and south, separated by a landscaped area (with the new houses sited between 14 metres and 17 metres apart). Along the west, the site adjoins a cul-de-sac to an un-adopted road providing five houses (6 – 6d Warminster Road). At pre-application stage, officers discussed with the applicant the possibility of providing two sets of terraces either side of a continuation of this neighbouring cul-de-sac to provide road access into the site; thereby providing good site legibility. The Suburban Design Guide identifies that development should seek to create pedestrian connections to link suburban blocks and spaces. It advises that proposals

should demonstrate that where possible, they should seek to provide connections by agreement with neighbouring land owners. Despite negotiations with the landowners of the adjoining site having taken place, the applicants have not been able to reach an agreement. Consequently, access remains limited to land adjacent to 40 Warminster Road, albeit in a widened form to include part of the site currently occupied by 40 Warminster Road. To insist on access being via the cul-de-sac to the west of the site (where access is not permitted at present) would limit the site coming forward in the short to medium term. This is particularly relevant where the proposed development would not result in significant change in the character of the area and would be in line with current aspirations of the Suburban Design Guide.

8.10 At 3-storeys in height, the proposed houses would complement the existing predominant height of buildings in the area, in line with Council policy. The pattern of development in surrounding residential area is regular, with a mix of dwellings ranging between 1 and 3 storeys (including 3 storey blocks of flats). This varied character and varying plot sizes means that the proposal would respect the development pattern of the surrounding area. The two-storey end of terrace property would help break the 3-storey terrace form. The stepping in terms of height (with the setback of houses from 2 to 3 storeys) and footprint (staggered layout) would enable a sense of openness when viewed from neighbouring properties and would overcome a number of issues raised by the previous appeal decision. The 3 terrace houses proposed at right angles to 6 Warminster Road would be closer to the boundary, compared to the current house on the site, but would not extend beyond the existing front building line. The 6 terrace houses to the south would be sited on the boundary line but be considerably set back behind the front building line with 6 A-D Warminster Road. The proposed houses would have reasonable separation along the south, west and north boundaries of the site.

8.11 The proposal would be in keeping and sympathetic with the surrounding context which includes similar terrace houses. The applicants have demonstrated through 3-D images that the mass and setting of the proposed new buildings would integrate well within the existing site and surrounding. Therefore, in terms of their overall height, footprint and massing the proposed development is supported.



- 8.12 Following officer's comments, the applicants have provided further information on mix of materials to be used on the proposed houses, revised the landscaping and hardstanding treatment in addition to refuse storage and parking space layout, in order to provide a high quality development as an integral part of the overall design. The proposed buildings would be set back at a considerable distance within the site when passing the entrance between 38-40 Warminster Road, with only the proposed frontage building 40 Warminster Road and new access road, directly impacting on the street-scene.
- 8.13 The proposal would involve alterations to the existing terrace house at 40 Warminster Road, reducing its overall width when viewed from the street in order to widen the current vehicle access to the site. The applicants have chosen a contemporary approach to this frontage building. Neighbours have objected to the proposed appearance on design grounds, suggesting its appearance as out of keeping. The remodelled 40 Warminster Road would maintain its current building line and front garden depth in line with the existing rhythm of the street, would match in ridge height the existing terrace, retain features of the existing terrace including front door access, front bay window and front window openings and would introduce a rear dormer set in within the existing roof slope and single storey element to the rear.
- 8.14 The proposed alterations to 40 Warminster Road would include features found within the neighbouring terrace and officers consider the proposed alterations would accord with design guidance. Current design guidance acknowledges that development does not need to replicate existing qualities, but should seek to respond to character and reinforce existing architectural styles. The guidance recognises that the use of unique solutions such as contemporary form of development working with traditional character would be acceptable. The applicants propose the use of materials to match the existing terrace, thereby ensuring uniformity in finished appearance. Officers consider that the proposed design would preserve the existing street scene, the back-land site and the overall local character of the area in line with national, regional and local policies. The proposed materials and finish of all the buildings would be controlled by condition to ensure that they are high quality.

Residential Amenity

- 8.15 The Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. Due to its position and occupying a back-land location, the proposed development would be surrounded on all sides by residential properties except for the south-west where it is bounded by garages (albeit with some having been found acceptable for redevelopment). The proposed alteration to the existing house at 40 Warminster Road would be in line with the character and appearance of the terrace with the single storey element replacing an existing single storey element away from the boundary with 38 Warminster Road. Whilst the extension is located to the south of 38 Warminster Road, due to the single

storey nature of the proposed extension (off-set from the rear glazed doors of the neighbouring property) the proposal would have a negligible impact in terms of light and visual intrusion.

- 8.16 The western flank elevation of the 3 terrace houses would be 9.9 metres east of the rear elevation of 6 Warminster Road and 13 metres opposite the front elevation of 6a Warminster Road to the south-west. Similarly, the western flank elevation of the six terrace houses to the south would be 4.7 metres from the end wall (of 6A Warminster Road), set back 6 metres behind the front building line of this neighbouring property and 23 metres to the south of the flank elevation to 6 Warminster Road. Due to the distance between the proposed houses and orientation of the site in relation to the neighbouring buildings, the proposed houses would be suitably separated from neighbouring properties. Whilst the proposal would alter the outlook from these properties, the location of the houses are unlikely to seriously impact on light, outlook or privacy for these neighbouring occupiers. Details of boundary treatment would be controlled by condition to ensure that neighbour amenity is protected. No windows are proposed in the flank elevation of the houses nearest to these neighbours. The proposal would not result in any significant reduction in amenity for these neighbouring properties.
- 8.17 Towards the east and north, the proposed 3 houses would be a minimum of 21-29 metres from the rear elevation of the terrace houses fronting onto Warminster Road. Between the application site and rear terrace properties in Warminster Road (36-40 and 42-54) is a 4.8m wide vehicle access way which runs along the rear of these neighbouring gardens. No windows are proposed at third floor level in the front of or in the flank wall of any of the proposed terrace houses protecting privacy of these neighbours. The proposal would introduce new tree planting along the boundary with the vehicle access way which would ensure that the natural green screening is maintained when viewed from the rear neighbouring properties. The proposal would not result in any significant loss of light or outlook for these occupiers.
- 8.18 Towards the south, four of proposed houses would overlook garages and courtyard to the rear of a block of flats in Rochester Court (sited 36 metres away). The remaining houses including the two-storey house, would overlook the rear garden to a recently approved 3 storey block of 12 flats (LBC Ref 17/06360/FUL) currently under construction in Avenue Road. A distance of 13 metres would separate these two blocks which is considered acceptable, especially with the planting of boundary trees and other forms of landscaping. The proposed distance would be in line with the Suburban Design Guide) separation distances – new build to new build with distances to boundaries mirrored between both schemes. The proposed development would not unduly impact in terms of loss of light or outlook for potential occupiers of the neighbouring sites including the approved block of flats to the south which would include living garden, inset balconies to living room areas. Details of planting would protect this neighbouring outlook and would offer a similar outlook for both sets of neighbouring properties either side.
- 8.19 Officers consider the proposed houses to be at a suitably distance so as not to result in undue loss of neighbours in terms of daylight/sunlight or

overshadowing. The applicant's daylight and sunlight report (including the residential redevelopment to the south) confirms that 99.3% of the neighbouring windows would meet daylight requirements with all the neighbouring windows meeting APSH levels for sunlight.

- 8.20 The proposed development would change the outlook when viewed from the rear of the surrounding neighbouring properties and gardens. There is no right to a view under planning and given the separation distances and the overall building heights, the development would not appear cramped or overbearing. Neighbours have raised concerns over security issues associated with the site. The site is currently vacant and in a semi derelict state and therefore, the development would equally result in informal surveillance. A condition requiring details of safety measures including lighting (included as part of the landscaped plan) and level of illuminance to the rear and along the vehicle approach should protect neighbour amenity (without resulting in light disturbance to these neighbours). Details of landscaping measures including measures to protect existing trees would ensure suitable softening of the development. The proposed buildings are therefore considered to be acceptable in terms of outlook from this neighbour's property.
- 8.21 The provision of further residential accommodation would result in increased activity to this site. Neighbours have raised concern over possible noise, fumes and disturbance from vehicle parking, movement to the rear of their properties and the unsuitability of residential development on amenity. However, there would be no change in the residential character of the area. The level of vehicle movement is not considered to be so significant to result in a serious loss of amenity for neighbours. It is acknowledged that there will be some noise and disturbance during the construction process, with pollution also a concern expressed by neighbours. A Construction Logistics Plan would be secured by condition for approval prior to the start of building works to ensure that the construction process would not give rise to harm to neighbours and consider traffic impacts and safeguard the development during the build. Further informatives focus on the need to reinstate the highway (associated with modifying existing crossover arrangements) with developers to meet the cost of reinstatement.
- 8.22 In view of the residential setting it is not considered that the proposal would result in undue loss of amenity in terms of light, outlook or noise disturbance in line with policy.

Housing Quality/Daylight and sunlight for future occupiers

- 8.23 All 9 houses would accord with the National Technical Housing Standards in terms of floor space requirements. Each property would enjoy dual aspect and should receive good levels of sunlight and daylight. The applicants have demonstrated through section drawings that sufficient head height would be afforded to the accommodation and this includes the proposed new dormer within the roof space of 40 Warminster Road. This arrangement would therefore be acceptable.

- 8.24 Each of the houses would have level access entry and would be constructed and fitted out to comply with the Building Regulations 2010 in respect of M4(1). The two-storey house would be wheelchair accessible in line with M4(3)(2)(b) and this would be secured by condition.
- 8.25 Each of the houses would have their own private garden space in excess of minimum amenity guidelines for dwellings. The proposal would include an area of communal garden play-space in excess of London Plan standards and include a softening of landscaping and planting, the details of which would be secured by condition.

Transport

- 8.26 The layout shows 9 car parking spaces, one of which is a disabled bay. The site is located in an area with PTAL level of 1a (on a scale of 1 to 6b), which is considered to be a very poor level of public transport accessibility. There is however a range of bus and rail services (including Norwood Junction rail station) which can be reached within acceptable walking distances.
- 8.27 The level of parking is provided at a rate of one space per dwelling. Given the low public transport accessibility, this would be acceptable and is within the London Plan standards and reflects SDG guidance which seeks to ensure that the site would be able to accommodate all parking within the site. Nevertheless, the applicant has also provided a parking survey which has identified that the majority of parking locally is unrestricted and the local area is not subject to a Controlled Parking Zone and a recent survey (2017) on the neighbouring site in Avenue Road (which is still relevant) established on street parking at 54% occupied with 67 spaces during the day. The applicants have pointed to this as demonstrating that spare on-street parking capacity exists locally – which should be able to accommodate visitor parking associated with this site and any parking overflow that might be associated with neighbouring sites.
- 8.28 Cycle storage is provided at a rate of two spaces per dwelling (18) which would be acceptable. Cycle storage should be covered and secure and details would be secured by condition.
- 8.29 Neighbours have raised concerns over access to the site. Unlike the previous refused proposal in 2014, this scheme includes significant improvements to the existing vehicle access including widening the access route, resurfacing, lighting and the inclusion of a pedestrian footpath in connection with overall paving of the site. The proposal would introduce substantial improvements to the current access-way which serves several of the properties within the existing terraces. The proposed access road would be 5 metres wide and this is acceptable from a highway safety point of view.
- 8.30 The introduction of the pedestrian footway (shared surface) would ensure that visitors would be able to access the site safely on foot with adequate site lines either side of the access route to the neighbouring garages. The applicants have submitted details demonstrating that there would be sufficient space for fire tenders, refuse vehicles and 7.5t box vans to enter the site and carry out three point turns within the site and leave in forward gear. The site entrance will

require pedestrian visibility splays and vehicular visibility splays in accordance with the Council guidance and secured by condition. The proposal would be in line with Council Design Guidelines for access to sites through rear gardens or back-land sites.

- 8.31 The proposal would result in increased activity along this route but officers do not consider that the level would be so significant as to justify refusal (especially as the access is already used to access the existing house and the garages of Warminster Road properties. The applicant's parking survey includes an analysis of potential trip generation, concluding that it is likely to generate 3-4 two way vehicles movements across the peak hours (0800hrs-0900hrs am and 1700-1800hrs pm). The report demonstrates that the proposed residential units are likely to generate a limited number of trips per day which would not result in undue disturbance to neighbours.
- 8.32 2 Electric charging points should be provided to the London Plan standard of 20% active provision and 20% passive provision for the proposed parking spaces, the details to be secured by condition.
- 8.33 The proposal is therefore considered to be in accordance with London Plan policies and Croydon Local Plan policies in respect to traffic and highway impacts.

Trees

- 8.34 Neighbours have raised concern over the loss of trees on site. The site which is primarily soft landscaping contains several trees and is not included in a conservation area. There are no tree preservation orders affecting any trees within the site or attached to any trees immediately adjacent to the site. The applicant has submitted a detailed tree report which identifies 30 trees and including 6 groups of Cypress trees on site.
- 8.35 The report which categorises trees from A to C; from high to low quality and U trees of poor condition where removal is recommended. No Category A trees have been identified on site. The proposal would involve the removal of a total of 17 trees (2 groups of category B trees, 4 groups of category C trees, 9 individual category C trees and 2 category U trees). Officers consider that although a number of trees will be removed to enable the proposed development, they are either small garden scale trees or trees of poor quality or of limited amenity value in the context of the wider area.
- 8.36 Officers have recognised that substantial tree cover exists along the eastern boundary with the neighbouring properties, adjacent to the shared vehicles access to neighbouring garages and rear boundaries of properties in Warminster Road. Whilst the existing trees are of reasonable life expectancy at this point, the applicants have identified that their retention would constrain the development opportunities and make it difficult to manoeuvre vehicles on site. The proposal has been revised to include substantial replacement planting along this boundary – proposing replacement specimens more fit for purpose. A condition requiring suitable replacement trees to maintain the green wall along this boundary would ensure that suitable tree cover is provided. All trees that

are to be retained on the site are proposed to be protected by the use of a tree protection measures, the details of which would be secured by condition. New tree planting will help to preserve the site and screen and help soften the development when viewed from neighbouring properties.

Ecology

8.37 Neighbours have raised concerns over the possible impact which the development could have on wildlife and plant life within the site. The applicants have commissioned their own independent Ecology Report. Whilst the report has identified that the site has the potential for providing habitats for protected species, it advises that it is unlikely that the existing building would be used to provide bat habitat with no suitable features for roosting bats or structures that could allow for nesting. Officers are satisfied that this is a valid conclusion. The report suggests that as the proposal would involve removal of mature trees suitable for nesting, these should be removed between September and February (to avoid disturbing any nesting). The site's overall urban location reduces suitability for reptiles and the roads and pavements surrounding the site do not provide good connectivity for this species (roads and pavements). It is recommended that sensitive vegetation clearance be undertaken for the dense bramble scrub present across the site to avoid harm to potential reptiles and any foxes using this area.

8.38 The report identifies a number of measures which should be incorporated into the development and therefore enhance the ecological aspects of the site. These include the introduction of biodiverse green roofs to provide habitat for various species, the inclusion of bat and bird boxes, native planting for various species, and retention of deadwood logs and retention of gaps under fences to allow mammals to move across the site. The details of the ecological measures would need to be secured by condition to ensure that the proposed development provides an enhancement for biodiversity.

Sustainability and Flooding

8.39 The Council would seek new homes to meet the needs of residents throughout their lifetime and be constructed using sustainable measures to reduce carbon emissions. The Council would require the development to achieve a water use target of 110 litres per head. The proposal has been designed in line with a sustainable and energy saving strategy, incorporating the use of renewable energy in the form of photovoltaic cells on the south facing roofs of the new houses, with low water usages for all internal appliances.

8.40 The applicants have submitted a flood risk statement which identifies the site to be in Flood Zone 1. Neighbours have raised concerns over potential problems associated with flooding from the site. The site is located in a potential area for surface water flooding. The proposal would include SUDS measures through introducing permeable surfacing wherever possible. The inclusion of water soak-away with all public and private paving areas to be permeable should help reduce surface water run-off rates to an acceptable level. The three storey dwellings would all have a green roof on the first-floor flat roofed section and this should further contribute to reduced surface water run-off. In order to

ensure that the proposal meets the Council required rates details of the SUDS measures would need to be secured by condition.

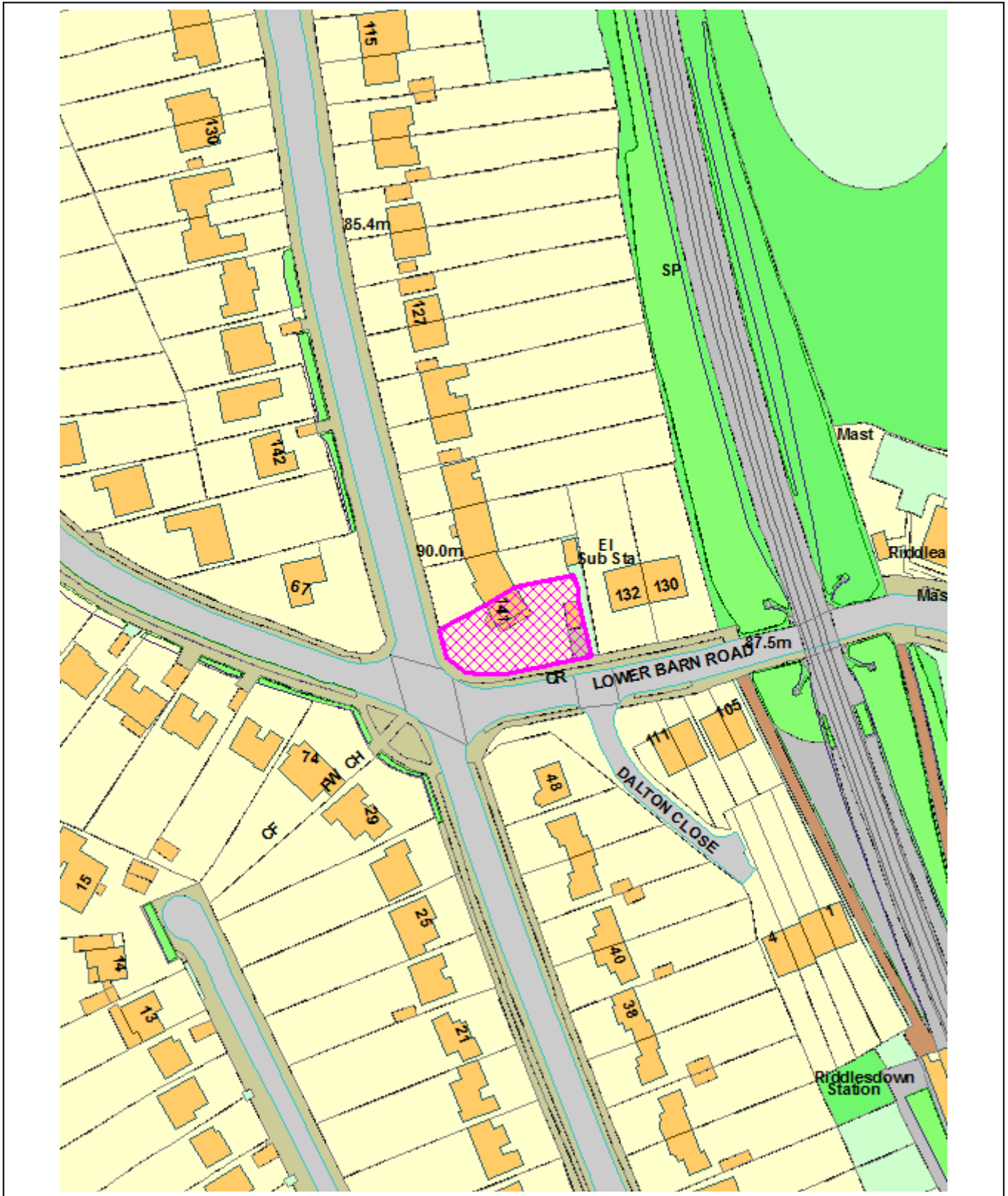
Waste and Fire Fighting

- 8.41 The proposed plans show the location for the waste storage facilities to be at the eastern part of the site. Officers have identified that the proposed development would be within an acceptable distance for collection from the new access road as refuse vehicles would be able to enter, turn, collect and leave the site with the bin storage within reasonable drag distance to the houses. Whilst manoeuvring on site would be tight, the swept path analysis as set out in the submitted details confirm this. Alternatively, a refuse vehicle could reverse along the access-way towards the refuse presentation area. The refuse storage points have been designed with sufficient capacity for the development, with the equivalent allowance of 2x240 litre bin and 1x180 litre bin per unit. Details of the bin storage per house and the design and capacity of the communal location including maintenance would need to be secured by condition to ensure suitable facilities are provided in line with policy.
- 8.42 Fire brigade access arrangements are matters for the Building Regulations, but the 5 metre width would be most likely to accommodate access (in the case of fire). An informative has been added to encourage early engagement with the Fire Brigade.

Conclusions

- 8.43 The recommendation is to grant planning permission. All other relevant policies and considerations, including equalities, have been taken into account.

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PART 6: Planning Applications for Decision

Item 6.3

1 APPLICATION DETAILS

Ref: 19/00885/FUL
 Location: 141 Brancaster Lane, Purley, CR8 1HL
 Ward: Purley Oaks and Riddlesdown
 Description: Erection of two storey side/rear and roof extensions and conversion into 6 flats with associated parking, balconies and landscaping
 Drawing Nos: TBA
 Agent: Mr Justin Owens
 Case Officer: Miss Louise Tucker

	1b1p	1b2p	2b3p	3b3p	3b5p	Total
Existing				1		1
Proposed	2	2	1		1	6

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
4	8

1.1 This application is being reported to Committee because representation in excess of the Committee Consideration Criteria have been received.

2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT full 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) Submission of the following to be approved and thereafter retained: Finished floor levels, EVCP (including spec and passive provision), boundary treatments and enclosures, balustrading, retaining walls, SUDs scheme
- 3) Landscaping to be provided prior to occupation and maintained for 5 years
- 4) Details of materials to be submitted and approved (including samples)
- 5) Level access to be provided and retained
- 6) No windows other than as shown and those shown as obscurely glazed shall be provided and retained as such
- 7) To be provided as specified prior to occupation: Parking spaces and access, vehicle turning space, refuse and cycle stores, visibility splays

- 8) Permeable forecourt material
- 9) The development must achieve 19% CO2 reduction beyond Building Regulations
- 10) The development must achieve 110 litres water per head per day
- 11) In accordance with FRA
- 12) Flat roofs not be used as balconies
- 13) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for:

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

3.2 Outline planning permission was granted on 28th September 2018, following consideration by the Planning Committee, for a similar development at the site. Access, layout, scale and appearance were approved, with landscaping reserved for subsequent approval. The current application is now for full planning permission, with the main changes from the approved scheme as follows:

- Reconfiguration of internal layout, amenity space and unit mix (was 5x1 bedroom and 1x3 bedroom flat), including the introduction of a three bedroom duplex unit
- Enlargement of proposed single storey rear projection (increase in depth of 1m)

Site and Surroundings

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

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

Planning History

- 3.6 18/03059/OUT - Erection of two storey side/rear and roof extensions and conversion into 6 flats with associated parking, balconies and landscaping – Outline planning permission granted on 28th September 2018.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

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

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by way of letters sent to adjoining occupiers of the application site. The number of representations received from neighbours,

local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 18 Objecting: 18 Supporting: 0

No of petitions received: 0

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

Summary of objections	Response
Material issues	
Impact on residential amenity of adjoining occupiers – loss of privacy, noise and disturbance, pollution	Refer to paragraphs 8.10-8.14 of this report. An informative is recommended to draw the applicant's attention to the Council's Code of Conduct for Construction Sites, which we expect them to abide by.
Flood risk and drainage	Refer to paragraph 8.28 of this report
Pressure on local services and infrastructure	Refer to paragraph 8.30 of this report
Poor standard of accommodation including accessibility	Refer to paragraph 8.15-8.18 of this report
Increased traffic congestion and detrimental to highway safety and efficiency, insufficient highways information	Refer to paragraphs 8.19-8.25 of this report. A safety assessment of the junction and a parking stress survey with supplementary note has been submitted. This is sufficient to consider the highways impact.
Inadequate parking provision	Refer to paragraphs 8.19-8.25 of this report
Character of the area – overdevelopment, materials, landscaping	Refer to paragraphs 8.2-8.9` of this report
Non-material issues	
This development is driven purely by profit	This is not a material planning consideration
Comments made relating to the determination of the previous application (LBC reference 18/03059/OUT)	This application has already been determined.
Devaluation of neighbouring properties	This is not a material planning consideration
Impact on sewer capacity, sewage connections	This is not a material planning consideration

6.3 Councillor Helen Redfern has objected to the scheme, making the following representations:

- Loss of light to neighbouring properties
- Overdevelopment of the site

- Overlooking neighbouring properties
- Insufficient parking
- Impact on local street which is currently under pressure from commuter traffic and parking

6.4 The Riddlesdown Residents Association has also objected to the planning application raising the following issues of concern:

- Inappropriate and poor quality design including materiality, building line
- Undue noise, disturbance of adjoining occupiers including soundproofing
- Inadequate consideration of sewers and foul water drains
- Surface water flood risk
- Front boundary wall should be retained
- Inadequate consideration of parking including lack of parking survey
- New access detrimental to highway safety
- Lack of consideration for disabled users
- Loss of family home
- Strain on local infrastructure
- Character of the area

7 RELEVANT PLANNING POLICIES AND GUIDANCE

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

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

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

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

Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential

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

Croydon Local Plan 2018 (CLP 2018):

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

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- London Mayoral Affordable Housing SPG: Homes for Londoners (August 2017)
- The Nationally Described Space Standards (October 2015)
- Suburban Design Guidance (SDG) (SPD) (2019)

8 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of development

8.2 The principle of development is acceptable. Outline planning permission has previously been granted for a very similar scheme to extend and convert the property into 6 units. The outline permission approved the access, layout, scale and appearance of the development, with landscaping to be agreed. As per the previous application, the development would provide 5 additional homes in an established residential area. This would include a replacement three bedroom family sized duplex unit with a dedicated ground floor entrance, garden and vehicular/cycle parking. The other material issues are considered below.



8.3 Policy SP2.7 of the Croydon Local Plan (2018) sets a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The scheme would provide 1 x three bedroom family sized unit. By current accommodation standards, the existing property would be considered a 3b3p property, and so the addition of a 3b5p units would be beneficial. The proposed three bedroom unit in this scheme would provide more practical accommodation with its own dedicated ground floor entrance, garden and vehicular/cycle parking compared to the formerly approved scheme. This is coupled with a wider mix of units than

the formerly approved outline scheme. The development is considered acceptable in this respect.

- 8.4 The site has a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that density levels ranges of 150-250 habitable rooms per hectare (hr/ha) are appropriate. Taking into account site area alone, the proposal would be modestly in excess of this range at 301hr/ha, similar to the previously approved scheme. However as the site benefits from being on a corner plot, the density of development would be acceptable. In any case, the London Plan indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context and design. Where these considerations have been satisfactorily addressed, the London Plan provides sufficient flexibility for such higher density schemes to be supported. In the context of the location and given the size of the building it is not considered the development would be of an unacceptable density and makes optimal use of the site.

Townscape and Visual Impact

- 8.5 The proposal would be very similar to the previously approved outline scheme. The existing building would be extended to the side and rear at two storey level, with accommodation created in the roof-space through the creation of two dormer windows. The main changes in character terms would be the removal of a first floor projecting balcony on the southern elevation, and the inclusion of an additional inset balcony within the already approved footprint. Small canopies would be incorporated over both southern entrances. This would improve the appearance of the approved front elevation, making the balcony more integrated and the entrances more legible. This approach is supported in the Council's SDG SPD (2019).



- 8.6 The single storey rear projection on the eastern side of the extension would increase in depth by 1m. This would be a modest increase and would have no discernible additional impact on the character of the surrounding area being entirely to the rear.
- 8.7 The appearance and materiality would be the same as approved in the outline consent. Whilst the proposed design would be contemporary in appearance, it would make reference to the features and materials present in the surrounding area. This approach would be considered a contemporary reinterpretation of

local character, which is supported in the Council's SDG (2019). There are a variety of styles of property in the vicinity of the site, including some larger flatted developments and in this context, the development would reflect existing character. Conditions to secure full details of the materials and other related details (such as the balustrading) are recommended to ensure these are of high quality.

- 8.8 A landscaping layout and planting schedule has been provided with the application. This includes areas for planting along the site frontages and as part of the amenity space which should help integrate the development into its setting. Refuse and cycle storage are integrated into the building envelope as per the outline approval, which would represent the preferred arrangement and would accord with policy requirements.
- 8.9 Overall, it is considered the proposal would make efficient use of the site to provide additional units. The scale, massing and design of the extended building would be in keeping with the overall pattern and layout of development in the area. The development would comply with policy objectives in terms of respecting local character.

Impact on Neighbouring Residential Amenity

- 8.10 The properties most affected by the development would be the immediate neighbours (139 Brancaster Lane and 132 Lower Barn Road). As above, it is a material consideration that outline planning permission has already been granted for a similar development. The only main change in terms of neighbouring impact is the increase in depth of the single storey side/rear extension by 1m towards the boundary with no.139. The additional front balcony would have no impact on either of these neighbouring properties.



139 Brancaster Lane

8.11 This single family dwelling house adjoins the site to the north, as the other half of the semi-detached pair. The approved development would have had an impact on that property to some degree, being located to the south of it. The only change which would affect this situation is the introduction of a further 1m deep single storey rear extension located on the part of the site which is away from 139. This would have a minimal impact on that property, being single storey and only 1m in depth and so the impact is considered to be acceptable.



Comparison between the approved outline scheme (top) and proposed scheme (bottom), showing the 1m increase in depth at ground floor level at the rear on the right hand side of the image

8.12 In terms of privacy, there are no significant changes in terms of impact on 139 Brancaster Lane. The proposed north facing windows above ground floor level would be obscure glazed and positioned at high level, restricting views across the neighbouring garden. A condition is recommended to ensure these are retained as such for the lifetime of the development. The proposed dormer balcony would be inset into the roof with no side views possible. The size and siting of the dormer window would be similar to that which could be constructed under permitted development, in terms of its relationship with 139 Brancaster Lane. It is not considered there would be a significant impact on privacy for the occupiers of this property.

132 Lower Barn Road

8.13 This is a single family dwelling house located to the rear of the site (to the east). The topography is such that this property is on a lower land level to 141 Brancaster Lane. The impacts from the development would be very similar to that previously approved, with the only change being the depth of the side/rear ground floor extension. This enlarged rear projection would not however be

behind the rear elevation of 132 Lower Barn Road and so would have no impact on that property's rear facing windows. 132 Lower Barn Road has a side facing first floor window which appears to be secondary. It is not considered there would be any additional impact on this window compared to the approved scheme.

- 8.14 In privacy terms, there are no side facing windows facing towards this property. A condition is recommended to ensure there are no additional windows inserted over time. Whilst a roof level balcony forms part of the proposed development, this would be inset and would be situated approximately 14m from the shared boundary with 132 Lower Barn Road. The impact on privacy is therefore considered to be acceptable.

The standard of accommodation for future occupiers

- 8.15 The proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards. All units are dual aspect with adequate outlook. The reconfiguration of the internal layout since the previous approval results in improved internal accommodation, allowing for a better mix of units including a duplex family sized three bedroom (five person) unit with separate living room and kitchen, its own entrance, ground floor garden and parking space.
- 8.16 As before, each unit would have access to an area of private amenity space in the form of a balcony or rear courtyard garden. There would also be a small area of communal garden for residents. The landscaping details show that despite the size, the provision would be sufficiently private, adaptable and of a high quality with seating, sensory planting and outdoor games available. Taking this into account, along with the unit mix and distance to the nearest open space to the south east of the site, this is considered acceptable.
- 8.17 As per the previously approved scheme, there is step free access to the main entrance and the communal amenity space via a separate entrance. A lift could not reasonably or practically be provided within the building without further extensions which would be detrimental to the street-scene. Taking into account this is the conversion of an existing building and the site constraints in terms of topography the layout is considered to be acceptable in terms of accessibility.
- 8.18 It is therefore considered that the proposals would result in a good standard of accommodation for future occupiers of the development.

Parking and Highways

- 8.19 The site has a PTAL rating of 2 which indicates poor accessibility to public transport. 4 car parking spaces have been provided on site for the 6 flats, which is the same as in the previously approved scheme where the number of spaces was considered appropriate. This scheme would not result in any additional units, and the change to unit mix as part of this application would see a larger 3b unit and a 1b unit become a small 2b unit, which is not considered to significantly alter the level of parking generated, in the context of the development or wider area.

- 8.20 Current transport policy generally seeks to reduce on-site parking in areas with good PTAL rating and encourage sustainable transport methods. The applicant has provided justification with their submission as to the number of spaces provided. The site is within short walking distance of Riddlesdown Station which operates frequent services to Croydon and Central London. There are nearby bus stops on Mitchley Avenue which operate regular services to the town centre as well as access to a number of local centres in the Borough including Sanderstead and Selsdon. There is a shopping parade 500m from the site on Lower Barn Road which provides services including a pharmacy, post office and convenience store. The scheme includes 4 one bedroom flats, 2 of which are 1 person units. Maximum parking standards set out in the London Plan suggest that 1 bedroom units should have less than 1 space per unit.
- 8.21 On street car parking is less available in this area in view of the close proximity of the site to Riddlesdown Station. A parking stress survey was undertaken in support of the previous application which was granted permission. This was undertaken during a weekday peak period and overnight (Wednesday 19th and Thursday 20th September) to take account of the impact of both commuter parking for the railway station and overnight residential parking demand. This survey incorporated realistic parking availability, for example excluding roads which are inappropriate for parking due to width, and roads such as Riddlesdown Avenue where parking can only realistically take place on one side of the road. Whilst the survey demonstrates there is high demand for parking in the area, taking an overview of all roads in the study area the stress levels do not reach saturation level. The highest levels of parking stress are seen on a weekday evening peak hour (an average of 80.5% -25 available spaces), demonstrating the impact of commuter parking in the area, whilst parking stress is much lower overnight (64% - 50 available spaces) when local residents are parked in the area. It is not envisaged that there would be overspill of car parking onto the road as outlined in the report, however if this were to be the case the survey shows that this could be accommodated in the local area.
- 8.22 In terms of the access points, these are the same as that already considered acceptable under the previous outline consent. The technical note submitted with the application considers the distance of the proposed new vehicular crossover from the Lower Barn Road junction, the road markings, common behaviour of drivers at these types of junctions and the speed limit of the roads. This demonstrates that the provision of a new vehicular crossover in the proposed location would not be detrimental to highway safety. Whilst a proposed access close to this junction has raised issues of concerns for local residents, officers are satisfied that the access would be acceptable, with the existing road markings. Visibility splays can be achieved from both of the vehicular accesses serving the development and there would be adequate turning space for vehicles within the site entering/exiting onto Brancaster Lane in forward gear, thereby ensuring the safety and efficiency of the highway. Whilst a vehicle would have to reverse out onto Lower Barn Road, this access only serves one parking space and would be similar to the existing situation. As discussed above, the scheme would be accompanied by 4 on site car parking spaces which should not generate a large number of vehicle movements.

- 8.23 The location of the refuse and cycle storage integrated into the building is acceptable and would be easily accessible for both residents and collection crews. In comparison with the previously approved scheme, the internal access to the refuse/cycle store has been removed. Whilst this is not ideal, the external entrance is convenient for both residents and collection crews to access and has allowed for a more efficient internal configuration.
- 8.24 A Construction Logistics Plan and Method Statement will be required through condition to ensure that building work on this junction does not undermine the safety and efficiency of the highway.
- 8.25 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

Trees and Biodiversity

- 8.26 There are no trees of significance on the site. A landscaping strategy including a planting schedule has been provided which shows there is adequate space for soft landscaping to be provided to help integrate the extensions into the site and soften the appearance of the hardstanding, which is to be provided as permeable paving. The planting areas will also be important to introduce defensible space for the ground floor units, and provide privacy for the amenity spaces. A condition should be imposed to ensure the development is carried out entirely in accordance with this document. This is considered acceptable.
- 8.27 The site is currently a residential garden on a corner plot, and is not in close proximity to any designated sites for nature conservation so the ecological and biodiversity value of the site is likely to be limited. It is recommended an informative be included on the decision notice to advise the applicant to refer to the standing advice by Natural England, in the event protected species are found on site.

Flood Risk

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

Other planning matters

- 8.29 Conditions are recommended in relation to carbon emissions and water use targets for the development, to achieve sustainability objectives in accordance with policy.

8.30 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

Conclusions

8.28 This is a scheme which is very similar to the previously granted scheme, with a slight change in unit mix and minor external changes. Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.

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

PLANNING COMMITTEE AGENDA

PART 8: Other Planning Matters

1 INTRODUCTION

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

2 FURTHER INFORMATION

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

3 PUBLIC SPEAKING

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

4 BACKGROUND DOCUMENTS

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

5 RECOMMENDATION

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

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