

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, 21 March 2019** at the rise of Planning Sub-Committee but not earlier than **6.45pm** in **Council Chamber, Town Hall, Katharine Street, Croydon, CR0 1NX**

JACQUELINE HARRIS BAKER
Council Solicitor and Monitoring Officer
London Borough of Croydon
Bernard Weatherill House
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www.croydon.gov.uk/meetings
Wednesday, 13 March 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 - 14)

To approve the minutes of the meeting held on Thursday 28 February 2019 as an accurate record.

3. Disclosure of Interest

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

4. Urgent Business (if any)

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

5. Development presentations (Pages 15 - 16)

To receive the following presentations on a proposed development:

There are none.

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

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

6.1 18/03780/FUL 836 - 838 London Road, Thornton Heath, CR7 7PA (Pages 21 - 36)

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

Ward: West Thornton
Recommendation: Grant permission

6.2 18/04933/FUL 77 Northampton Road, Croydon, CR0 7HD (Pages 37 - 50)

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

Ward: Addiscombe East
Recommendation: Grant permission

6.3 18/05896/FUL 12 the Ridge Way, South Croydon, CR2 0LE (Pages 51 - 70)

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

Ward: Sanderstead
Recommendation: Grant permission

6.4 18/06070/FUL 9A Orchard Rise, CR0 7QZ (Pages 71 - 90)

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

Ward: Shirley North
Recommendation: Grant permission

6.5 19/00235/FUL 37 Smitham Downs Road, Purley, CR8 4NG (Pages 91 - 106)

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

Ward: Coulsdon Town
Recommendation: Grant permission

6.6 18/06006/FUL 157 Hayes Lane, Kenley, CR8 5HP
(Pages 107 - 126)

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

Ward: Kenley

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 127 - 128)

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

There are none.

9. Exclusion of the Press & Public

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

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

Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday, 28 February 2019 at 5.32pm in Council Chamber, Town Hall, Katharine Street, Croydon, CR0 1NX

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

MINUTES

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

Also Present: Councillors Alison Butler, Patricia Hay-Justice, Luke Clancy, Andy Stranack,
Sean Fitzsimons and Badsha Quadir

Apologies: Councillors Oni Oviri and Gareth Streeter
Councillor Stuart Millson for lateness

PART A

31/19 **Minutes of Previous Meeting**

RESOLVED that the minutes of the meeting held on Thursday 14 February 2019 be signed as a correct record.

32/19 **Disclosure of Interest**

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

33/19 **Urgent Business (if any)**

There were no items of urgent business

34/19 **Development presentations**

35/19 **18/04184/PRE Land to the South East of Croydon College, College Road, Croydon, CR9 1DX**

Residential redevelopment of the site to provide circa 425 flats.
Ward: Fairfield

Suzi Lane from Brick by Brick, Stuart Cade from MICA and Jennifer Turner from Carter Jonas attended to give a presentation and respond to Members'

questions and issues raised for further consideration prior to submission of a planning application.

Cllr Millson arrived at the meeting at 6pm

The main issues raised during the meeting were as follows:

- A number of Members commented that the scheme was well developed, yet challenging and very important, as it created a future for this part of Croydon Town centre and the delivery of the Fair Field Masterplan. The development of 400 new homes in the centre of Croydon was welcomed along with the extent to which it was suitably flexible to allow for the potential of other sites to come forward in the future.
- Members welcomed the 3-bedrooms that were proposed in the scheme along with a large number of 2 bedroom 4 person units (proposing family-sized accommodation).
- There was recognition that the scheme represented enabling development with cross subsidisation to assist in the delivery of an exemplar cultural venue for the Fairfield Halls. Members requested that there be detailed information submitted as part of the application to explain clearly the reasonable distribution of costs and revenues between the residential development and the Fairfield Halls refurbishment scheme, thereby evidencing that the level of affordable housing (and associated tenures) was the maximum reasonable.
- Members ideally would have wanted to see more than 20% of affordable housing within the development, but again appreciated the challenges of the scheme and the linkages between the residential component and the cross subsidy towards the Fairfield Halls.
- Members placed significant weight on the delivery of step free access (as part of the proposals but also in the medium to longer term – when considering developments schemes proposed on neighbouring sites). They stressed the need to ensure that an interim state (with steps down to the lower ramp) should be the best quality possible (in terms of design rationale and safety/security). Routes need to be welcoming and of suitable width. Continued joint working with owners of adjacent sites was welcomed and encouraged, particularly adjacent sites such as College Annex, to facilitate Masterplan priorities and a future/permanent level access, linking Fairfield Halls and associated developments with East Croydon Station.
- Some of the Members commented on the height and massing of the buildings where the tower reflected the surrounding tall buildings. There was general comment that the location and height of the tower was appropriate – subject to daylight, sunlight and heritage testing. Members were generally comfortable with the height of Block E (in the context of the Fairfield Halls – locally listed) and were broadly comfortable with the

associated heritage effects (suitably aligned with the views of the Place Review Panel).

- There was some concern over relationships between residential blocks (daylight, sunlight and privacy) although it was recognised that these issues were still being tested.
- Some Members raised some concern about the loss of open space whereas others welcomed the boulevard feel to the space, further tree planting, an increase in tables and chairs and the delivery of further opportunities to make much greater use of the spaces within the site as well as in the immediate vicinity.
- Members welcomed the idea of the NHS Clinical Commissioning Group being included as part of the development – alongside other possible community related uses.
- It was agreed that once the application has been submitted, a site visit should be arranged for Members to inspect the site and to further understand associated complexities and the relationships with adjacent land holdings.

At 6:39pm the Planning Committee adjourned for a short break.

At 6:44pm the Planning Committee reconvened.

36/19 **Planning applications for decision**

37/19 **18/05858/FUL 6A The Drive, Coulsdon, CR5 2BL**

Demolition of the existing dwelling and erection of a part three part four storey development for nine apartments with associated access, six off street parking spaces, cycle storage and refuse store.

Ward: Coulsdon Town

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

Mr Christopher Leitch spoke against the application.

Mr Sam Carr (Applicant) spoke in support of the application.

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

Councillor Perry proposed a motion to **REFUSE** the application on grounds of over development of the site due to size and massing, loss of amenity for

adjoining occupiers and insufficient parking. Councillor Roche seconded the motion.

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

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 6A The Drive, Coulsdon, CR5 2BL.

38/19 **18/04516/FUL Vehicle Repair Workshop and Premises Garages Rear Of 156 To 180 Addington Road, CR2 8LB**

Demolition of the existing garages and erection of 8 two storey terraced houses and 1no. live-work unit (mixed use (A1, A2, B1 or D1) and C3), together with cycle storage, amenity space, a refuse/recycling store and car parking.

Ward: Selsdon Vale and Forestdale

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

Ms Pauline Chadd spoke against the application.

Mr Ron Terry (Applicant's Agent) spoke in support of the application.

Referring Ward Member, Councillor Andy Stranack, spoke against the application.

Councillor Scott proposed a motion for **APPROVAL** of the application. Councillor Clark seconded the motion. There was a request for a condition for lighting to be placed in the area and an informative request for an 1800 brick wall.

Councillor Millson proposed a motion to **REFUSE** the application on the grounds of over development and loss of amenity in terms of insufficient parking for adjoining occupiers. This motion was not seconded.

The motion to approve was put forward to the vote and carried with eight Members voting in favour and one Member voting against.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of Vehicle Repair Workshop and Premises Garages Rear Of 156 To 180 Addington Road, CR2 8LB.

39/19 **18/03320/FUL 40-60, 42 & 42A Cherry Orchard Road, Croydon, CR0 6BA**

Demolition of the existing buildings, erection of a 7 to 9 storey building to provide 120 residential units and associated amenity space, hard and soft landscaping, boundary treatment, refuse storage, cycle parking and car parking with associated vehicle accesses.

Ward: Addiscombe West

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

Mr Mark Batchelor and Mike Ford (Agents) spoke in support of the application.

Referring Ward Member, Councillor Sean Fitzsimons, spoke against the application.

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 40-60, 42 & 42A Cherry Orchard Road, Croydon, CR0 6BA.

40/19 **18/03342/FUL 2 More Close, Purley, CR8 2JN**

Demolition of existing property. Erection of three/four storey building comprising 9 flats (2 x three bedroom, 5 x two bedroom and 2 x 1 bedroom flats) including balconies with new access, parking area, refuse and cycle storage.

Ward: Purley and Woodcote

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

Mr Joe Queening spoke against the application.

Mr Andrew Telling (Agent) spoke in support of the application.

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

Councillor Scott proposed a motion for **APPROVAL** of the application with a condition to modify the glass balcony. Councillor Clark seconded the motion.

Councillor Perry proposed a motion to **REFUSE** the application on the grounds of over development of site by size and massing, detrimental to the street scene and insufficient parking. Councillor Roche seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 2 More Close, Purley, CR8 2JN.

41/19 **18/05204/FUL Land and parking adjoining 2 The Lawns to include land to the rear of 142-148 Beauchamp Road, Upper Norwood, London, SE19 3TS**

Erection of 3 no. 3-bed two storey houses and 1 no. 2-bed two storey house, with associated parking.

Ward: Crystal Palace and Upper Norwood

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

Ms Clair Beckinsale and Ms Evereth Willis spoke against the application.

Ms Kim Walker (Applicant) spoke in support of the application.

Councillor Roche proposed a motion to **REFUSE** the application on the grounds of over development and lack of parking provision. Councillor Perry seconded the motion.

The motion for refusal was put forward to the vote and was carried with eight Members voting in favour and one Member abstained their vote.

The Committee therefore **RESOLVED** to **REFUSE** the application for the development of Land and parking adjoining 2 The Lawns to include land to the rear of 142-148 Beauchamp Road, Upper Norwood, London, SE19 3TS.

42/19 **Items referred by Planning Sub-Committee**

There were none.

43/19 **Other planning matters**

There were none.

The meeting ended at 9.51pm

Signed:

Date:

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PLANNING COMMITTEE AGENDA

PART 5: Development Presentations

1 INTRODUCTION

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

2 ADVICE TO MEMBERS

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

3 FURTHER INFORMATION

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

4 PUBLIC SPEAKING

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

5 BACKGROUND DOCUMENTS

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

6 RECOMMENDATION

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

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PLANNING COMMITTEE AGENDA

PART 6: Planning Applications for Decision

1 INTRODUCTION

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

2 MATERIAL PLANNING CONSIDERATIONS

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

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

3 **ROLE OF THE COMMITTEE MEMBERS**

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

4. **THE ROLE OF THE CHAIR**

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

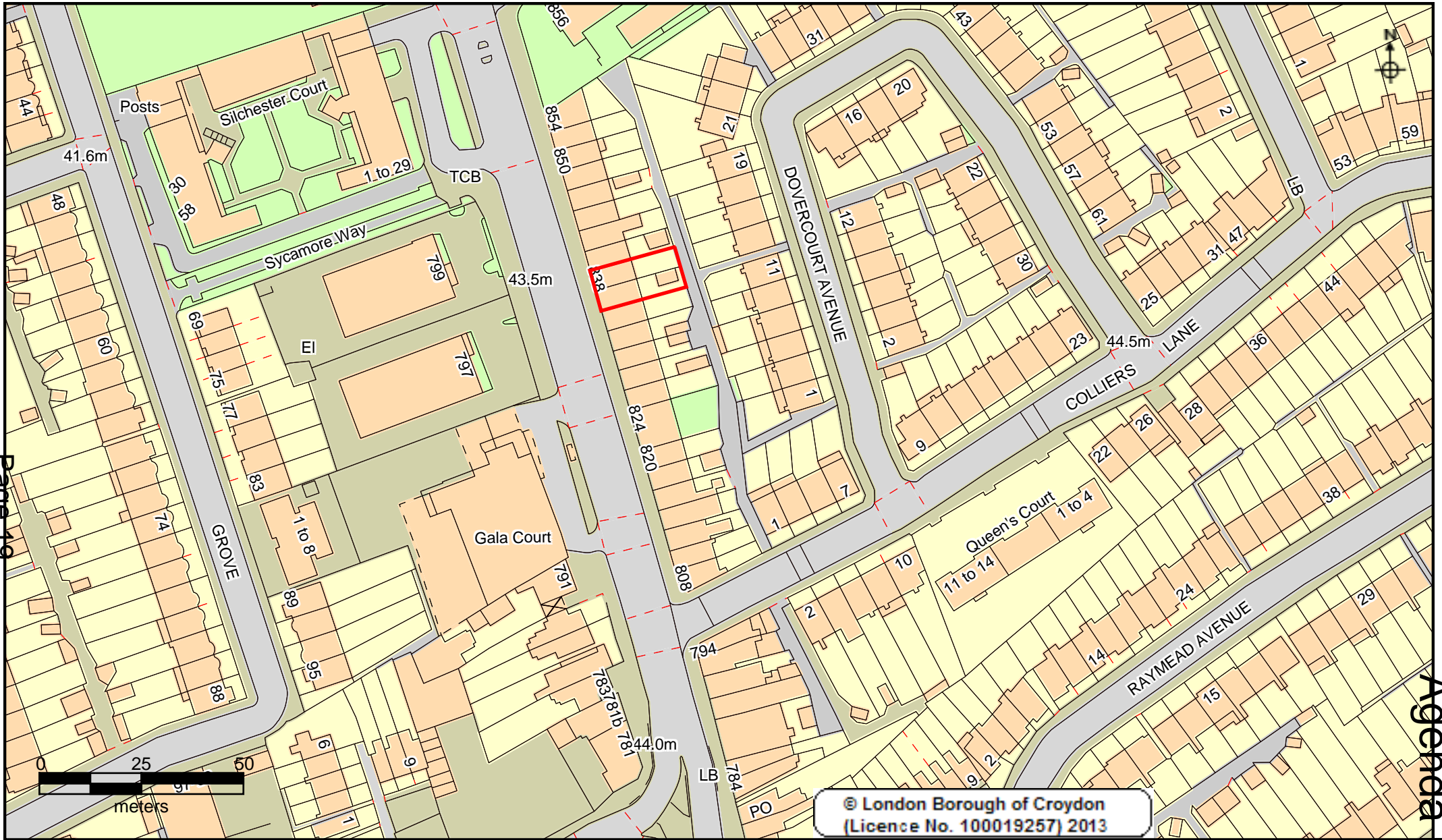
8. BACKGROUND DOCUMENTS

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

9. RECOMMENDATION

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

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London Borough Croydon

**CROYDON
COUNCIL**

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16-Nov-2018



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

Ref: 18/03780/FUL
Location: 836 - 838 London Road, Thornton Heath, CR7 7PA
Ward: West Thornton
Description: Alterations and erection of a part first floor, part second floor rear extension to create a home of multiple occupation, consisting of 10 rooms, in conjunction with ground floor rear extension approved under planning reference: 16/01475/P
Drawing Nos: RSD2202-500 Rev F and RSD2202-001
Applicant: Equity Asset Management Ltd
Agent: R S Designs
Case Officer: Katy Marks

1.1 This application was first reported to Planning Committee on 29th November 2018. The Committee resolved to defer the application in order to allow officers to negotiate amendments to the scheme, specifically to improve the waste storage and internal access arrangements.

1.2 The original report is attached to this agenda.

2 SCHEME AMENDMENTS

2.1 The Applicant has provided amendments to the ground floor layout to improve the internal circulation and access to the proposed bin and cycle storage (both of which would be accessible internally for residents).

2.2 The Applicant has provided a Waste and Recycling Management Statement which sets out that waste and recycling would be collected from the rear of the site by a private waste collection service. This plan includes quotes from three different companies who confirm that they would be able to collect on a weekly basis from the rear of the building using the shared alleyway for access.

2.3 The Applicant has provided an HMO management plan which sets out a commitment to weekly waste collection by a private refuse company and confirms that a cleaning agency would be contracted to undertake weekly cleaning of communal spaces within the HMO (including kitchens, refuse and cycle storage areas). Tenants would also be informed of their individual duties through their contracts and notice boards within the communal spaces. They would be expected to remove waste from the shared kitchens to the shared bin store at the rear. The Waste and Recycling Management Statement confirms that the management agent would be instructed to carry out a site visit prior to the day of collection to ensure that waste is correctly stored.

3 CONSULTATION RESPONSES

3.1 Local Ward Councillor, Stuart King, commented on the amended plans, confirming that whilst he retains some concerns that residents may put small bags of household rubbish out onto London Road, the ground floor amendments along with the proposed

HMO management plan and waste management statement go a long way to address his concerns about the arrangements for waste storage and disposal.

- 3.2 Officers are satisfied that the amendments would ensure that waste storage and disposal would be suitably managed. Compliance with the HMO management plan and waste management statement would be secured by condition.

4 FURTHER ADVICE ON MATERIAL PLANNING CONSIDERATIONS

- 4.1 The amended layout of the ground floor would provide direct access between the upper floors and the waste and recycling store to the rear of the building. This would ensure that waste could be collected from the rear of the site and provide an easy and safe route between the kitchens on the first and second floor and the waste storage area.
- 4.2 The HMO management plan also confirms that professional cleaning would be undertaken weekly and a representative of the management company would attend the property the day prior to waste collection in order to ensure that the waste and recycling is appropriately stored for collection. The documents confirm that a private contractor would collect the waste on a weekly basis which would ensure that waste would not accumulate on site. The waste management plan confirms that the access alleyway to the rear of the site would be accessible for several different private waste collection providers which confirms that the location of the bin store is acceptable and feasible.
- 4.3 Officers are satisfied that the information provided confirms that the waste and recycling arrangements are practical and could be suitably managed. Two conditions (conditions 2 & 3) are suggested to ensure that the development would be brought forward and would be managed in accordance with the waste management statement and HMO management plan. The proposals are considered acceptable in accordance with Local Plan policy DM13.
- 4.4 The amendments to the internal layouts have resulted in minor changes to the front elevation (removal of a second door to the front elevation). These changes would not alter the appearance of the building significantly and are considered acceptable.

5 RECOMMENDATION

- 5.1 That the Committee resolve to GRANT planning permission.
- 5.2 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) External materials, including details of front doors and shopfront to be submitted for approval
- 2) The HMO shall be managed for the lifetime of the development in accordance with the HMO Management Plan.
- 3) Prior to first occupation of the HMO, suitable waste and recycling service shall be put into place in accordance with the approved waste and recycling statement. Thereafter, the waste and recycling shall be managed in accordance with the waste and recycling statement and HMO management plan for the lifetime of the development.

- 4) HMO licence restricted to no more than 16 residents
- 5) Restaurant use restricted to A3 use
- 6) Restaurant use restriction to opening hours
- 7) Flat roof of ground floor extension not to be used as a terrace
- 8) Submission of details of measures to restrict access (except for maintenance purposes) from the first floor to the ground floor rear extension roof. Details to be installed prior to occupation
- 9) Submission of detailed design and specification of the proposed flue and ducting to the rear of the building.
- 10) Noise restrictions for plant equipment
- 11) Construction logistics plan
- 12) In accordance with the approved plans
- 13) Commencement of development within three years of consent being granted
- 14) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

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

5.3 That the Committee confirms that its reasons for granting Planning Permission are as set out in the Summary of Material Planning Considerations of the original report.

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PART 6: Planning Applications for Decision**Item 6.3****1 SUMMARY OF APPLICATION DETAILS**

Ref: 18/03780/FUL
Location: 836 - 838 London Road, Thornton Heath, CR7 7PA
Ward: West Thornton
Description: Alterations and erection of a part first floor, part second floor rear extension to create a home of multiple occupation, consisting of 10 rooms, in conjunction with ground floor rear extension approved under planning reference: 16/01475/P
Drawing Nos: RSD2202-500 Rev C and RSD2202-001
Applicant: Equity Asset Management Ltd
Agent: R S Designs
Case Officer: Katy Marks

- 1.1 This application is being reported to committee because the ward councillor Stuart King has made representations in accordance with the Committee Consideration Criteria and requested committee consideration.

2 RECOMMENDATION

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

Conditions

- 1) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2) External materials, including details of front doors and shopfront to be submitted for approval
- 3) Management Plan, including waste and recycling management, to be submitted for approval
- 4) HMO restricted to no more than 16 residents
- 5) Restaurant use restricted to A3 use
- 6) Restaurant use restriction to opening hours
- 7) Flat roof of ground floor extension not to be used as a terrace
- 8) Noise restrictions for plant equipment
- 9) Construction logistics plan
- 10) In accordance with the approved plans
- 11) Commencement of development within three years of consent being granted
- 12) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL liability

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- Use of the upper floors of the building as a 10 bedroom House of Multiple Occupation (HMO).
- Alterations to the front elevation to provide a residential access from the shop frontage
- Erection of a part single storey, part two storey rear extension to the building
- Use of the ground floor as restaurant use
- Installation of extraction flue to the rear

3.2 The majority of these proposals were granted permission under permission 16/01475/P. The use of the ground floor, the footprint of the rear extensions and the position of the proposed extraction flue were all approved under this extant permission. The main considerations for this application are therefore:

- The proposed changes to the shop front and internal floorplan of the ground floor
- The proposed change of use to the upper floors of the building as a 10 bedroom HMO.

Site and Surroundings

3.3 The application site is located on the north eastern side of London Road and was most recently in A1 use at ground floor, with ancillary residential accommodation to the upper floors. The site falls within a main retail frontage, a Local Centre, a Primary Shopping Area and an Archaeological Priority Zone. The surrounding area is characterised by terraces of commercial units at ground floor level, with residential uses on the upper levels above. There are blocks of offices and flats on the opposite side of London Road. The applicant has begun building out the previous scheme (granted permission under ref: 16/01475/P) and an application for the approval of the planning conditions associated with this permission is being considered by officers.

Planning History

3.4 18/00515/FUL – Permission refused for proposed part first floor part second floor rear extension to create a home of multiple occupation, consisting of 10 rooms, in conjunction with ground floor extension approved under planning reference: 14/04233/P. The application was refused for the following reasons:

- The development would result in sub-standard accommodation by reason of the internal layout, limited communal facilities and waste and poorly located recycling arrangements

3.5 16/01475/P – Permission granted for Use for purposes within class A3/A5 (restaurant/hot food take away); erection of single/two/three storey rear extension; provision of air conditioning units at rear; installation of new shopfront and access door

to upper levels; use of first and second floors as 2 two bedroom and 2no. one bedroom flats.

3.6 15/04467/P – Permission refused for Use for purposes within class A3/A5 (restaurant/hot food take away); erection of single/two/three storey rear extension; provision of air conditioning units at rear; installation of new shopfront and access door to upper levels; use of first and second floors as 3no. two bedroom and 2no. one bedroom flats. This was refused due to the following reasons:

- The proposed development would result in harm to the character of the building and the surrounding area, by reason of dominance, siting, design and appearance
- The proposed development would be detrimental to the amenities of the occupiers of adjoining property by reason of its size and siting resulting in visual intrusion and a loss of privacy
- The proposal has provided insufficient details regarding the siting and design of the extract ducting and fails to demonstrate that the amenity of neighbouring occupiers will be adequately preserved
- The proposal provides an unsatisfactory residential environment for future occupants by reason of poor levels of outlook and a lack of privacy

3.7 14/04233/P – Permission granted for Use for purposes within class A3/A5 (restaurant/hot food take away); erection of single storey rear extension and creation of new basement level; provision of extract ducting and air conditioning units at rear; provision of refuse store at rear; installation of new shopfront and access door to upper levels

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

4.1 An HMO is considered acceptable at this location given it's accessibility within a Local Centre and public transport connections. The HMO has been designed to meet HMO guidance. Suitable waste management arrangements have been provided within the footprint of the building. The principle of the proposed extensions was considered acceptable under the previous application.

4.2 There would be no undue harm to the residential amenities of adjoining occupiers

4.3 The living standards of future occupiers are acceptable and compliant with the Local Plan and HMO guidance.

5 CONSULTATION RESPONSE

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

5.2 Letters were sent to adjoining occupiers to advertise 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: 3 Objecting: 3 Supporting: 0 Comment: 0

Petition: 1 No. signatures: 9

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

Summary of objections	Response
<i>Use</i>	
Inappropriate change of use from family homes to HMO	The site is currently vacant and the most recent use of the upper floors was not family accommodation but as ancillary residential accommodation for the owners of the commercial unit.
Poor quality accommodation due to size, outlook and privacy, number of people and facilities provided; Overcrowding and overdevelopment	See para 7.12 - 7.13
Does not deliver affordable housing	Only schemes of 10 or more self-contained properties are required to secure affordable housing. It does not apply to HMO accommodation.
<i>Design</i>	
Out of character with the area, not respect local context or street pattern; oversized windows	See para 7.4 - 7.7
<i>Impact on neighbours</i>	
Noise	See para 7.10
Overlooking from rear windows, balcony and potential to use roof as balcony	The use of the ground floor flat roof would be controlled by condition so that it is not used as a balcony; the balconies mentioned in the application would be 'Juliet' balconies which would not provide external access
Air conditioning and extract ducting would cause noise and smell for neighbours	The plant was approved under the 2016 application. The extract ducting has been designed to ensure that odours from the restaurant would emit above the nearest residential units; a condition is included to restrict the noise of any plant equipment
The opening hours for the restaurant have been increased since the previous application	The opening hours would be secured by condition; it is recommended that these should be retained as previously approved (see para 7.11)
<i>Other</i>	
Refuse problems	See para 7.14 - 7.15
No provision of cycle storage	See para 7.17
Lack of parking on site or in area	See para 7.16
Concern about construction vehicles and noise and disruption	A construction logistics plan could be secured by condition
<i>Non-material issues</i>	
Concerns raised about the impact of excavation work upon the stability of existing structures	Not a material planning consideration. This should be addressed through building regulations and associated legislation

Concerns about type of people who might occupy the HMO	Not a material planning consideration.
<i>Procedural issues</i>	
Procedural question about reference to permission 14/04233/P which has expired	This has been corrected to refer to the 2016 permission

5.4 Councillor Stuart King objected to the proposals and referred it to Committee for the following reasons:

- The proposal will have an adverse impact in particular on refuse collection and car parking in the immediate area. The development would result in sub-standard accommodation by reason of the internal layout, limited communal facilities and waste and poorly located recycling arrangements
- Waste management: the proposed arrangements are woefully inadequate [Officer's comment: Amendments have been received which improve the waste and recycling provision and a waste management plan would be secured by condition]
- The application would not provide sufficient facilities for the occupants and this would result in poor standard living accommodation [Officer's comment: The scheme complies with the Housing Act; the layouts would be acceptable for the purposes of an HMO licence]
- No details have been provided for cycle parking. Cycle parking must be provided in line with London Plan standards. [Officer's comment: The lack of cycle parking for the approved flatted scheme was considered acceptable given the constraints of the site].

6 RELEVANT PLANNING POLICIES AND GUIDANCE

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

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

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

Consolidated London Plan 2015 (LP):

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

- 7.6 - Architecture

Croydon Local Plan 2018 (CLP):

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

7 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Residential amenity of adjoining occupiers
4. Residential amenity of future occupiers
5. Highways and transport
6. Environment and sustainability
7. Trees and landscaping

Principle of development

7.2 The principle of residential accommodation above the ground floor commercial use is acceptable. A flatted scheme has previously been approved on the site. The Local Plan seeks to ensure that a choice of homes are available in the borough that will address the borough's need for homes of different sizes. The London Plan (policy 3.8 and supporting text at paragraph 3.55) also suggests that houses in multiple occupation play a strategically important part of London's housing offer, meeting distinct needs and reducing pressure on other elements of the housing stock. The principle of a house in multiple occupation is considered acceptable subject to the considerations below.

7.3 The proposed change of use of the ground floor unit (to restaurant) has been approved under the previous scheme and is therefore considered acceptable.

Townscape and visual impact

7.4 Planning Permission was granted in 2016 included a part single, part two storey, part three storey extension. The footprint and design of the current proposals are exactly the same as the extant permission. The extant permission confirmed that the extensions, due to their stepped nature would not dominate the host 3 storey building and the siting of the property in the middle of the terrace would ensure that the proposed extension would not appear over dominant from within Colliers Water Lane or Dovecourt Avenue. Overall, it was not considered to result in undue harm to the character of the local area. The proposed extract flue to the rear of the site was considered to be a common feature to the rear of properties along the terrace and was therefore considered acceptable.

- 7.5 The changes in policy since the date of the extant permission and the circumstances of the site have not changed significantly. The proposed extensions to the rear of the site are therefore still considered acceptable.
- 7.6 Changes are proposed to the front of the site which would be minimal. They would reduce the width of the commercial frontage to enable the HMO to be accessed from the front of the site and to provide sufficient width to allow occupiers access through the building to the rear of the building where a secure bin store would be provided. The proposed alterations would have a small impact upon the size of the restaurant frontage. It would not have a significant impact upon the appearance of the shopfront which has been amended to accommodate the widened residential access. The design of the access doors for the HMO must be well designed to ensure that they present a high quality appearance within the shopfront and continue to provide a partially active frontage.



Figure 1: Proposed Front Elevation

- 7.7 The shop front changes are considered acceptable with the residential frontage well balanced with the proposed shop frontage. A condition is recommended to ensure that high quality materials are used for the shopfront and doors.

Residential amenity of adjoining occupiers

- 7.8 The built form of the development would not have a significant impact upon neighbours. The neighbours on either side are retail at ground floor at first floor and above, the extensions would be set in from the boundaries from these neighbours and would therefore not harm the living conditions of any residential neighbours to either side.
- 7.9 To the rear, there would be a separation distance of at least 20m between the first and second floor rear windows and windows at first floor to the properties in Dovecourt Avenue. There would also be at least 10m between the proposed upper floor rear windows and the rear garden boundaries of these properties. These distances are

considered acceptable to ensure that there would be no overlooking, loss of privacy or visual intrusion for these neighbours.

- 7.10 The proposed use as a 10 bedroom house in multiple occupation may give rise to a higher number of occupants than the extant scheme (4 flats). This could result in more noise and additional activity. However, the site is located along London Road where the ground floor is mostly in commercial use and therefore the HMO use is unlikely to give rise to harmful noise or disturbance. Given the distances between the site and the properties to the rear, it is not considered that the development would give rise to significant noise or disturbance to these neighbours. A condition is recommended to ensure that the occupiers of the HMO do not use the flat roof of the ground floor extension as a terrace to reduce any potential for disturbance and overlooking to the neighbours to the rear of the site.
- 7.11 It is noted that the application seeks additional opening hours for the restaurant at ground floor. The hours requested are 8am – midnight Monday to Friday and Sundays/bank holidays and 8am to 1am on Saturdays. In order to ensure that the use does not result in harm to the residential amenity of occupiers within the building or neighbours, it is recommended that the previously agreed opening hours are retained – thus they would be 8am – 11pm Monday to Friday etc and 8am – midnight on Saturdays. This would be secured by condition.

Residential amenity of future occupiers

- 7.12 The proposed HMO would provide 10 bedrooms each with their own on-suite shower room facilities. There would be two kitchens on each floor. The rooms would all meet the Council's standards set out in House in Multiple Occupation guidance which states that for a single occupancy rooms must be at least 12.5sqm and for double 17.5sqm (including en-suite). The HMO would provide 6 double rooms and 4 single rooms meaning that a maximum of 16 people may live in the property at any one time. The Council's HMO team have requested that the maximum number of occupants be secured by condition and they would seek to restrict any HMO licence to no more than this number. The applicant has worked with the Council's HMO team, in terms of the proposed internal layouts and number of kitchen facilities, to ensure that the proposed use would comply with the HMO standards required in order to obtain an HMO licence.
- 7.13 There is no requirement to provide external amenity space for a HMO but the internal shared amenity space meets the Council's HMO guidance. The site is located within a local centre with associated facilities. There are several parks and leisure facilities within close proximity to the site. The proposed layout is considered to provide a suitable standard of accommodation.
- 7.14 The proposals have been amended to include waste and recycling facilities to the rear of the site. Originally, the proposals included a bin store to the front of the building as the main waste collection takes place from the pavement on London Road. However, concerns were raised about the impact this would have on the amenity and access of London Road. The applicant has therefore amended the scheme to provide waste and recycling store to the rear which would be accessible from the upper floors via a shared passageway at ground floor. There would also be waste and recycling space within each kitchen. The applicant is proposing to use a private waste collection company to collect the waste and recycling from the bin store to the rear of the site.

7.15 The proposed waste arrangements are considered acceptable. However, given the number of people that are proposed to live within the HMO, it is highly important to ensure that the waste and recycling will be properly managed by a management company. The waste management needs to include management of the collection arrangements but also building management to ensure that waste from the kitchens is regularly removed from the kitchens and stored within the shared bin store until collection day. It is recommended that a detailed management plan for the overall management of the site and the waste and recycling is secured by condition.

Highways and parking

7.16 The location for the proposed development has a PTAL level of 3, which indicates a moderate level of accessibility to public transport links. The site is however located within the Thornton Heath Ponds Local Centre. London Road is a main arterial bus route through the borough with good links to Croydon Metropolitan Centre and Thornton Heath District Centre. Given the location, it is not considered that the use would result in a significant impact upon on street parking in the area and the lack of parking for the site is considered acceptable.

7.17 No cycle parking is proposed for the site. The previous planning permission accepted this position due to the constraints of the site. At ground floor, the footprint of the building extends to cover the entire site and it would therefore not be possible to provide any cycle parking externally. The provision of a cycle store at ground floor (for 10 cycles) would result in loss of more restaurant floor space which would reduce the functionality and viability of this important Local Centre use. It is not considered practical to expect cycle storage to be provided at the upper floors as it would not be manageable for most residents to lift cycles up the stairs. Given the accessibility of the site by public transport and its location within a Local Centre, it is not considered that the lack of cycle parking would be so detrimental to the promotion of sustainable transport that it would result in significant harm and would warrant a reason for refusal.

Environment and sustainability

7.18 The site is located within an area which has low risk of surface water flooding. Whilst it is recommended that sustainable drainage systems should be incorporated into sites to improve surface water drainage, it is acknowledged that there is limited scope for this as the development would cover the site. Despite this, a flood risk assessment has been submitted which confirms that the scheme would not give rise to additional surface water flood risk.

Conclusions

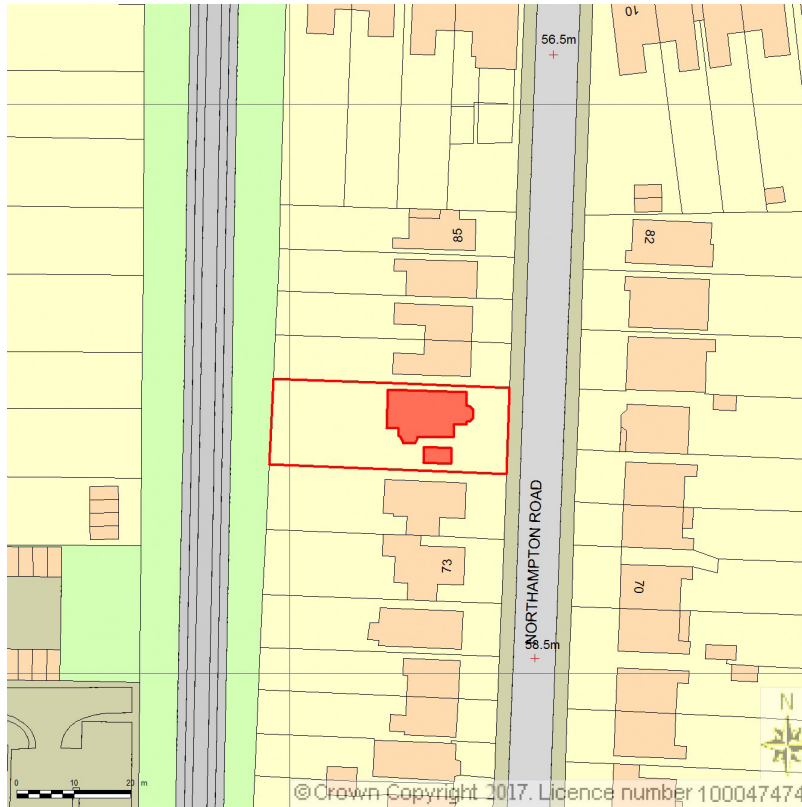
7.19 It is recommended that planning permission should be granted for the proposal, as it would be acceptable in all respects, subject to conditions.

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

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**SITE LOCATION PLAN
AREA 2 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 534221, 166147**



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PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/04933/FUL
 Location: 77 Northampton Road, Croydon, CR0 7HD
 Ward: Addiscombe East
 Description: Erection of a two storey side extension with a rear dormer and two storey rear extension, conversion of dwelling into five flats. Surrounding amenity space provided along with parking.
 Drawing Nos: Location Plan, A3/01 REV A, A3/02 REV A, A3/03 REV A, A3/06 REV B, A3/07 REV B, A3/08 REV A, A3/09 REV A, A3/10 REV A, A3/11 REV A and A3/12 REV A.
 Applicant: JA Associates
 Case Officer: James Udall

	1B 1P	1B 2P	2B 3P	2 B 4P	4B	Total
Existing Provision					1	1
Proposed Provision	0	1	3	1	0	5

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

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

2.0 RECOMMENDATION

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

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions.
- 2. No above ground works until details of facing materials supplied to and approved by the Local Planning Authority.
- 3. Details to be supplied for: Refuse/Cycles/Boundary/Floor levels/Child play space/lighting.
- 4. Car parking to be carried out as specified in the application.
- 5. The first floor flank windows shall be obscure glazed and fixed shut up to a point 1.7m above internal floor level.

6. Hard and soft landscaping to be submitted.
7. 19% reduction in CO2 Emissions to be achieved.
8. 110l water use target to be achieved.
9. Provision of details of visibility splays
10. Details of construction logistics plan
11. Compliance of ground floor units with M4(2) of Building Regulations
12. 3 year time limit
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

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

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Erection of a two storey side extension with a rear dormer window.
- Erection of a two storey rear extension with a gable roof.
- Conversion of the extended building into 1 x one bed (1 person), 3 x two bed (3 person) and 1 x 2 bed (4 person) flats.
- Provision of associated refuse/cycle stores

Site and Surroundings

3.2 The application site is a large detached property located on the western side of Northampton Road. The property is set back from the road in line with other properties in the street. The dwelling is characterised by a single storey front projection which forms a bay window and a front porch. The plot is wider than those in the immediate vicinity.

3.3 Whilst there is no distinct style in regard to the properties along Northampton Road, the majority of properties along this section are generally two storeys in height.

Planning History

3.4 The most recent and relevant planning history associated with the site is as follows:

- 17/05740/LP – Alterations, Demolition of existing garage and erection of double storey side/rear extensions and roof alterations – Application withdrawn.
- 18/01362/LP - Demolition of side and rear extension and detached garage and erection of single storey side extension and first floor rear extension – Certificate of Lawfulness Granted.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development provides an appropriate mix of units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to conditions the proposed development would not have an adverse impact on the extent of flood risk
- Sustainability aspects can be controlled by conditions

5.0 LOCAL REPRESENTATION

5.1 The application has been publicised by 29 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 26 Objecting: 28 Supporting: 0 Comment: 0

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

Objections:

- Out of keeping with character of the area
- Too many bins leading to smells
- Obstruction
- Noise
- Parking/Highways
- Overdevelopment
- Loss of privacy
- Loss of outlook
- The garden appears to have Japanese knotweed (Officer Comment: This is not a material planning Consideration).
- Loss of a house
- Impact on trees
- Impact on housing supply

- The applicant's details are unclear (Officer Comment: This is not a material planning Consideration).
- The development is too dense for area

6.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

6.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion

- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

6.5 Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM35 – Addiscombe

6.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The principal issues of this particular application relate to:

- a) The principle of the development;
- b) Impact of the development on the character and appearance of the area;
- c) Impact on residential amenities;
- d) Standard of accommodation;
- e) Highways impacts;
- f) Impacts on trees and ecology;
- g) Sustainability issues;
- h) Archaeological Priority Zone (APZ); and
- i) Other matters

The Principle of Development

7.2 The London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.

- 7.3 Concerns have been raised by neighbouring occupants that the proposal would result in a loss of a family dwelling which would have an adverse impact on housing supply. The Croydon Local Plan seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130sqm. The existing unit is a 4 bed and would be significantly in excess of this floor space threshold. Furthermore, the proposal would include a 2 bedroom 4 person family sized residential dwelling. The overall mix of accommodation, is therefore acceptable.
- 7.4 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 4 and as such the London Plan indicates that the density levels ranges of 200-350 habitable rooms per hectare (hr/ha) and the proposal would comply with this range at approximately 282 hr/ha.
- 7.5 Furthermore, whilst it is of limited weight at present, it is significant that the draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve housing numbers. Addiscombe has been identified (within the Croydon Local Plan) as an area of 'sustainable growth with limited infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness'. This would accord with the policy aims.
- 7.6 The site is located within an existing residential area and as such providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues, the principle is supported.
- 7.7 The requirement to deliver affordable housing is triggered on major development only (10 or more units) and officers are satisfied that the number of units proposed in this particular case is acceptable and appropriate for the site.

The Character of the Area and Visual Amenities of the Street-scene

- 7.8 Concerns have been raised by neighbouring occupants that the proposal would appear out of keeping for the area. The proposal seeks to erect a two storey side extension with a rear dormer and a two storey rear extension with the conversion of the extended dwelling into 5 flats with surrounding amenity space provided along with parking. The scheme would retain the appearance of a large detached property to reflect the character of the street-scene. The existing property is not protected from demolition or conversion by existing policies.
- 7.9 The ridge height of the proposed two storey side extension would be set down approximately 1.15m from the ridge height of the existing roof. Furthermore the proposed two storey side extension would be set back approximately 3.9m from the front building line of the host dwelling. The proposed side extension would therefore appear subservient to the existing dwelling, which is acceptable. The proposed side extension would have a dormer window in the rear roof slope. The dormer would have a width of 1.5m and a height to the eaves of 1m rising to a maximum height of 1.647m. It would have a gable roof and due to its size, siting and design, it would not over dominate the roof the extension.



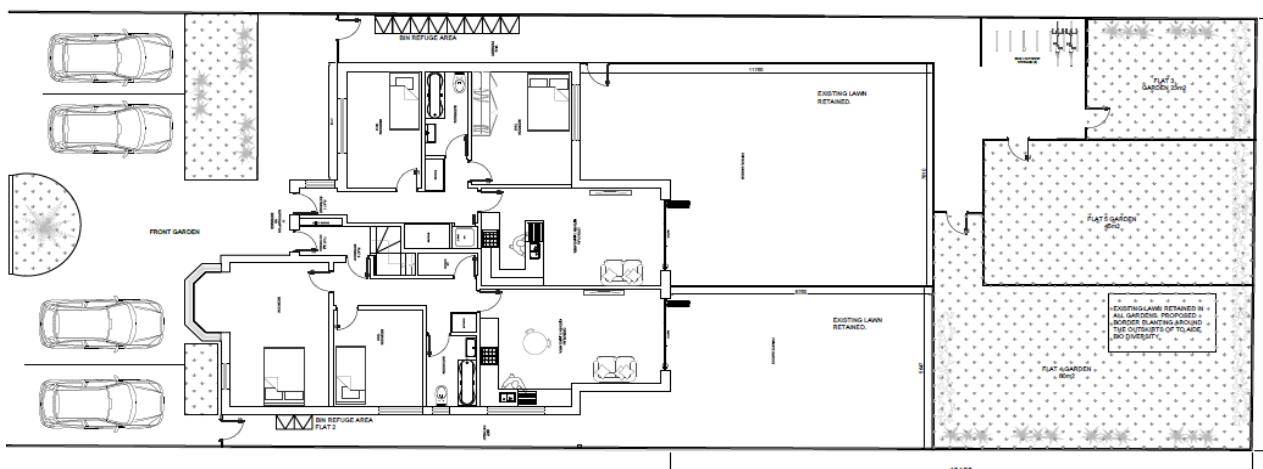
7.10 The proposed two storey rear extension would have a depth of 3m, a width of 8.245m and a height of 8.76m. The roof of the extension would be set down approximately 0.96m from the ridge of the host dwelling which would allow the extension to appear subservient to the existing property.

7.11 It is also noted that a Certificate of Lawfulness has been issued with regards to a similar extension (LPC Ref: 18/01362/LP) and there has been no material change in permitted development rights since, which would now make the granted rear extension unlawful. The existence of this fall-back position is a material consideration.

7.12 Therefore, given that a very similar extension could be erected without planning permission, with the only differences being a change in the rear facing windows, it is considered that this element of the scheme is acceptable.

7.13 The proposed extensions would be appropriate in terms of the bulk and mass, and the overall approach to the design of the building would be acceptable. The design of the extensions would be traditional in form.

7.14 The extended building would retain the existing front building line with the result that the proposal would align favourably alongside the neighbouring properties in Northampton Road. The development would also relate satisfactorily to the neighbouring rear building line.



- 7.15 The width of the development would be appropriate, given that the scheme would be set off 1.3m from the boundary with No.75 and approximately 1.2m from the boundary with No.79.
- 7.16 The front of the site would allow for 4 off street parking spaces for the new dwellings. The details of the forecourt onto the application property would reflect the arrangement of the neighbouring buildings and would be acceptable.
- 7.17 Whilst the appearance of the development from the street scene is generally acceptable, specification and samples of external materials would need to be conditioned. Having considered all of the above, against the backdrop of housing need, Officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

The Amenities of Neighbouring Occupiers

- 7.18 The properties that have the most potential to be affected are No. 75 Northampton Road and No.79 Northampton Road.

No.75 Northampton Road

- 7.19 The orientation of the extended dwelling building would reflect the siting of No.75.
- 7.20 Concerns have been raised by local residents that the proposal would harm the privacy and outlook of neighbouring occupants. No.75 has a number of windows on the flank elevation facing No.77, at ground floor level which serves habitable rooms. There is an adjoining close board fence which runs along the boundary, which would mitigate any issues of overlooking from/to the ground floor windows. The flank elevation of 75 also contains two upper floor windows which one which serves a bedroom and the other a bathroom.
- 7.21 The proposed two storey side extension would not have any ground floor level flank windows with the result that Flat 1 would not harm the privacy of neighbouring occupants. The proposed extension would have two first floor windows in the flank elevation facing No.75. The plans show that the windows would be obscure glazed and fixed shut up to a point 1.7m above internal floor area which would ensure that the proposed windows would not harm the privacy of neighbouring occupants. This could also be controlled by the imposition of a suitable worded planning condition.
- 7.22 The proposed side extension would have one roof light in the flank roof slope. This roof light would face upwards at an angle and would therefore not harm the privacy of neighbouring occupants. Due to its size and design the proposed side extension would not harm the outlook and daylight of neighbouring occupants.
- 7.23 SPD2 on householder extensions advises that two storey rear extensions should be no greater in depth than 3m and should not encroach over a 45 degree angle taken from the rear windows of neighbouring properties. The proposed two storey rear extension would follow this advice with the result that it would not harm the outlook or daylight of neighbouring occupants at No.75.
- 7.24 The proposed two storey rear extension would not have any flank windows which would harm the privacy of neighbouring occupants. The extension would have one

roof light in the flank roof slope. The roof light would face upwards at an angle with the result that it would not harm the privacy of neighbouring occupants.

- 7.25 Whilst there would be a degree of mutual overlooking – across rear gardens, this is not uncommon in a suburban situation and exists at the site at present. Given the design, layout and separation between the properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of the occupiers of this neighbouring property.

79 Northampton Road

- 7.26 It is not proposed to create any new windows in the flank elevation facing No.79. Two existing first floor windows would be obscure glazed and fixed shut up to a point 1.7m above internal floor area which would better protect the privacy of neighbouring occupants compared to the existing situation. It is noted that it is proposed to create three roof lights in the flank roof slope facing No.79. These roof lights would face upwards and would therefore not harm the privacy of neighbouring occupants.
- 7.27 As previously noted above SPD2 on householder extensions advises that two storey rear extensions should be no greater in depth than 3m and should not encroach over a 45 degree angle taken from the rear windows of neighbouring properties. The proposed two storey rear extension would follow this advice with the result that it would not harm the outlook or daylight of neighbouring occupants at No.79.
- 7.28 The proposed two storey rear extension would not have any flank windows which would harm the privacy of neighbouring occupants. The extension would have one roof light in the flank roof slope. The roof light would face upwards at an angle with the result that it would not harm the privacy of neighbouring occupants.
- 7.29 Whilst there would be a degree of mutual overlooking – across rear gardens, this is not uncommon in a suburban situation and exists at the site. Given the design, layout and separation between the properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.
- 7.30 Concerns have been raised that the proposal would result in noise, poor smells (through the provision of the bins) and disturbance. Given that the proposal is for a residential use in a residential area for a limited number of flats, whilst the number of occupants would increase from the existing situation, the proposed development would not result in an unacceptable level of noise, light or air pollution from an increased number of occupants or bins on the site.

The Amenities of Future Occupiers

- 7.31 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standards.
- 7.32 With regard to external amenity space, the London Housing SPG states that a minimum of 5 square metres of private outdoor space should be provided for 1-2

person dwellings and an extra 1 square metres for each additional unit. Each of the units would have access to their own private amenity space in excess of the relevant size requirements.

- 7.33 The local plan also requires all flatted development to provide new child play space to be provided for the scheme itself. In terms of the child play space one bedroom units must provide a minimum of 0.3sqm of play space, two bedroom units must provide a minimum of 1.2sqm of play space and three bedroom units must provide a minimum of 4.6sqm. The units have private amenity space significantly greater than the amount required to comply with standards with the result that the child play space can be accommodated into the proposed private amenity space.
- 7.34 There is level access to the site from the front allowing both the ground floor units to be accessible and there is sufficient space for one of the car parking spaces to be dedicated to disabled use. Given the limitations of the footprint in order that the scheme remains in keeping with the surrounding area, it is considered that one of the ground floor units should be M4(2) adaptable. This has been added as a condition.

Traffic and Highway Safety Implications

- 7.35 Concerns have been raised by neighbouring occupants over parking the highway as a result of the proposed development. The Public Transport Accessibility Level (PTAL) rating is 4 which indicates good accessibility to public transport and good access to local amenities. Policy DM30 of the Croydon Local Plans states that new development should have a maximum of 1 space per unit. Amended drawings have been received which shows a total of 4 parking bays would be provided for the site which would be slightly less than the maximum number Policy DM30 recommends and is acceptable in this location.
- 7.36 Furthermore as previously stated the application site is located within an area with a good PTAL level in close proximity to Bus/Tram stops and shops. Officers are satisfied that this level of off street car parking should help in the promotion of more sustainable travel.
- 7.37 The London Plan states that each dwelling should have two cycle spaces. The submitted drawings would create 8 cycle spaces which would not strictly comply with the London Plan. However, there would be capacity to accommodate the required number which could be secured through planning condition. The provision of refuse storage has been demonstrated on the plans and has been found acceptable. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed by LPA before commencement of work and this can be secured through a condition.

Sustainability Issues

- 7.38 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

Trees

7.39 Concerns have been raised that the proposal would harm nearby trees. The proposed works would not be close to any nearby trees. No objections are therefore raised in this regard.

Other Matters

7.40 The site is not located in within Floodzone 2 or 3 (statutory designation) but does fall within a low 1000 yr surface water designation. The proposal would include water butts and this combined with the amount of works proposed would result in the risk of flooding being relatively low. It is considered that the proposal would be unlikely to result in a significant difference or risk of flooding compared to the existing situation and the proposed mitigation is considered acceptable.

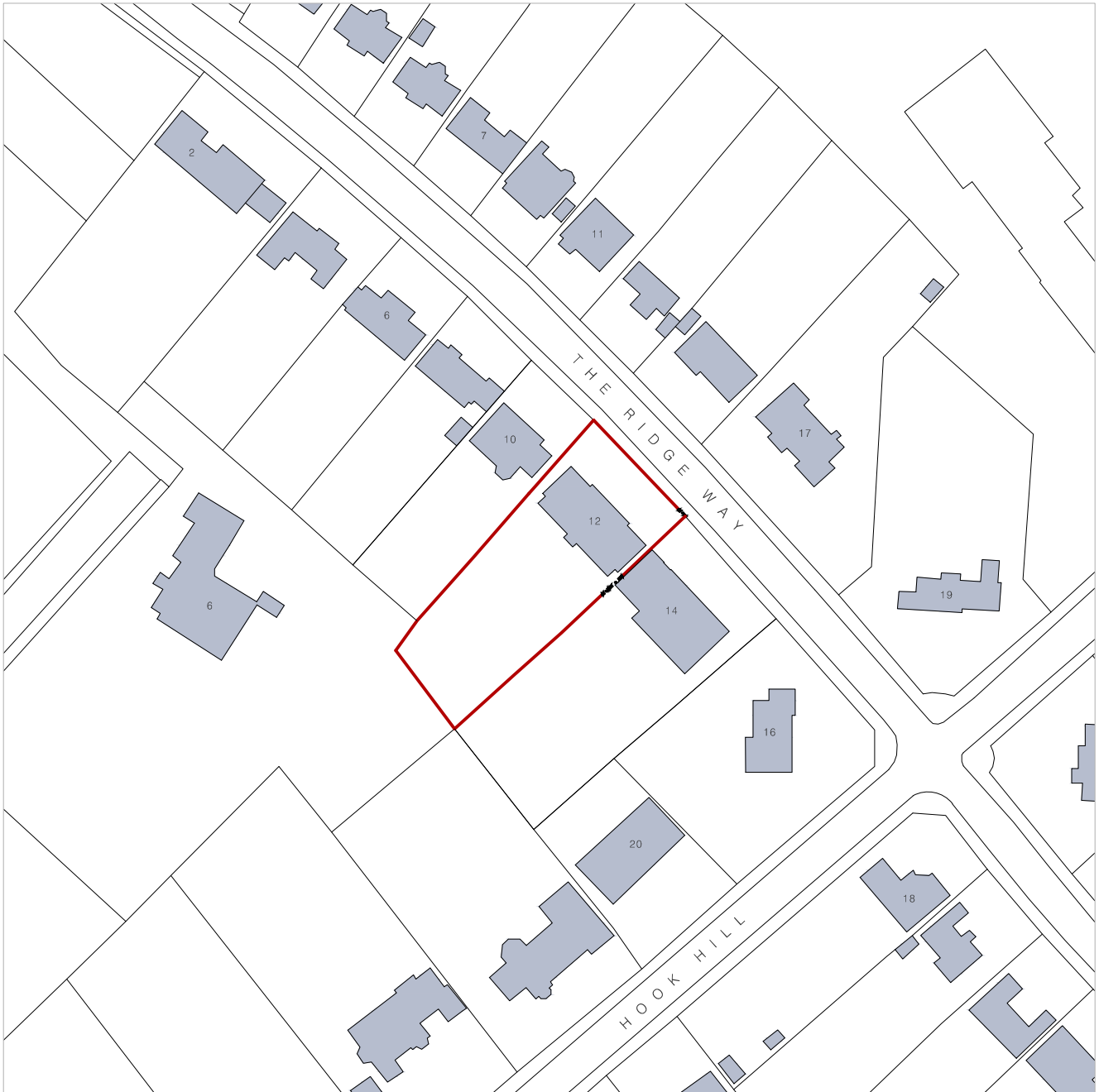
7.41 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway, particularly given the location of the nearby school. As such it would be prudent to control details of construction through the approval of a Construction Logistics Plan. Overall however, it is not considered that the development would affect highway safety along Northampton Road.

Conclusions

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

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

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LOCATION PLAN

SCALE: 1:1250



NORTH



DRAFT
ARCHITECTURE

WWW.DRAFTARCHITECTURE.CO.UK | DESIGN@DRAFTARCHITECTURE.CO.UK

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PART 6: Planning Applications for Decision

Item 6.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/05896/FUL
 Location: 12 the Ridge Way, South Croydon, CR2 0LE
 Ward: Sanderstead
 Description: Demolition of the existing building and erection of three/four storey building (including basement and accommodation in the roof space) to provide 9 units. Associated parking/access, landscaping, cycle and refuse stores.
 Drawing Nos: 101 Rev D, 102 Rev D, 103 Rev D, 104 Rev D, 105 Rev d, 107 Rev D, 108 Rev D, 109 Rev D, 110 Rev D, 111 Rev D, 112 Rev E, 114 Rev E, 116 Rev D, 117 Rev D, 119.
 Applicant: Riken Amin
 Agent: Mr Meads
 Case Officer: Tim Edwards

	1 bed	2 bed	3 bed	4 bed
Existing				1
Proposed Flats	1 x 1b,2p	4 x 2b,3p, 1 x 2b,4p	2 x 3b, 4p 1 x 3b, 6p	
Total	1	5	3	

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6	18

1.1 This application is being reported to committee because the ward councillor, Councillor Tim Pollard, has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration. Objections above the threshold in the Committee Consideration Criteria have also been received.

2.0 RECOMMENDATION

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

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials as submitted
- 3. Details of Refuse/Cycle storage/Electric vehicle charging point as submitted
- 4. Landscaping scheme including boundary treatments as submitted

5. Trees - Accordance with Tree Protection Plan and Landscaping scheme. Trees to be removed out of bird nesting season.
6. Archaeology details to be provided prior to commencement of works.
7. All flank elevation windows at first floor or above to be obscured glazed/non-opening
8. Hard and soft landscaping including private amenity space as submitted
9. Playspace to be provided and details to be provided.
10. Flat roofs not to be used as amenity space
11. Flat 2 and 7 shall be M4 (3) adaptable with all other units meeting M4(2).
12. Car parking and visibility splays as submitted
13. 19% Carbon reduction
14. 110 litre Water usage
15. Construction Logistics Plan to be submitted
16. Time limit of 3 years
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

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

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

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached four bedroom house
- Erection of a three/four storey building including basement and accommodation in the roof space.
- Provision of 3 x three bedroom flats, 5 x two bedroom flats and 1 x one bedroom flats
- Provision of private and communal external amenity space as well as children's play space
- Provision of 6 off-street spaces and associated refuse and cycle stores

3.2 The scheme has been amended during the application process in respect to landscaping scheme, parking area and materiality of the proposal as well as clarifying the floor to ceiling heights for the units located within the roof space.

Site and Surroundings

3.3 The application site is situated on the south-western side of The Ridge Way and is currently occupied by a large detached property within a spacious plot. The site is accessed by two vehicle crossovers, with hardstanding located throughout the front of the property. Land levels fall gently from north-east to south-west throughout the site.



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

- 3.4 The site is located in a residential area, in which the existing properties vary in design and period, set within significant plots.
- 3.5 The site itself is not located within an area at risk of surface water but does fall within a surface water critical drainage area. It is also located within a Tier 2, Archaeological Priority Area. The site is located within a PTAL 1b area.

Planning History

- 3.6 The most relevant planning history associated with the site is noted below:
- 05/03135/P - Erection of single/two storey side/rear extensions to include garage and first floor balcony: **Permission Granted and Implemented.**
 - 15/01765/P - Erection of single/two storey rear extension; alterations: **Permission Granted but not implemented.**
 - 18/02786/PRE - Demolition of the existing building and erection of two/three storey building with accommodation in the roof space to provide 9 units. Enquiry relating to this scheme.
 - 18/04877/PRE - Demolition of the existing building and erection of two/three storey building with accommodation in the roof space to provide 9 units. Enquiry relating to this scheme.
- 3.7 The planning history associated with 14 The Ridge Way is also relevant:

- 10/01221/P: Alterations; erection of single/two storey side/rear extension: **Permission refused but allowed on appeal and implemented.**

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

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

5.0 CONSULTATION RESPONSE

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

Historic England (statutory consultee)

5.1 Historic England were consulted due to the presence of an archaeological priority area. They recommended a condition which has been included in the RECOMMENDATION section, above.

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 7 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 295 Objecting: 294 Supporting: 0 Comment: 0
 No of individual responses: 1 Objecting: 1 Supporting: 0 Comment: 0

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

Objection	Officer comment
<i>Principle of development</i>	
Loss of a family home.	Addressed in section 8.4 of this report.
Demolition of a building with unique architecture.	Addressed in section 8.3 – 8.4 of this report
The proposal would set a precedent for further flatted development applications within the local area.	Each application is assessed on its own merits. The principle of development

	addressed in section 8.2 – 8.5 of this report.
The site is not located within a designated area of intensification.	It is noted that the site is not located within a designated area of focussed intensification. However, the site is considered against the policies set out by the local plan and considered accordingly.
<i>Design and appearance</i>	
Out of keeping with the surrounding area – flats, 3-storey height, overbearing scale, mass, depth, height and appearance and density. Fails to achieve high quality design	Addressed in section 8.6 to 8.13 of this report.
Forecourt parking will be visually dominant and not in keeping with the surrounding area.	Addressed in section 8.12 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties – loss of privacy, overbearing, visually dominant, outlook, light and noise.	This is addressed in section 8.20 to 8.25 of this report.
Noise, disturbance and extra traffic during construction	A construction management plan will be sought by condition
Multiple bins located outside of the building would be unhygienic to local residents.	Refuse is stored internally within the building.
<i>Trees and ecology</i>	
Detrimental impact upon trees	This is addressed in sections 8.38 of this report.
Loss of wildlife.	There is no evidence to suggest that this would be the case.
<i>Highways and parking</i>	
Inadequate parking provision and impact upon safety of local residents/school children.	This is addressed in section 8.26 to 8.34 of this report.
Insufficient spaces for vehicles to manoeuvre on-site.	The proposed on-site parking layout provides acceptable turning areas to allow vehicles to enter and exit in first gear.

The parking assessment was conducted outside of school hours and distorts the existing situation	The applicant has subsequently submitted a daytime parking survey to demonstrate the parking situation during school pick-up and drop-off times.
The road is already very congested with car associated with the Ridgway Primary School.	This is addressed in sections 8.29 – 8.30 of this report.
<i>Other material considerations</i>	
The proposed plans are inaccurate and do not show the existing extension undertaken to the adjoining occupiers.	The proposal plans as considered to be accurate, providing an accurate picture of the proposal with the adjoining occupiers.
The proposal does not meet the minimum space standards (policy SP2.8(b))	This is addressed in sections 8.14 – 8.19 of this report.
The inclusion of cycle provision is unviable.	Cycle storage/parking is a policy requirement and those proposed adhere with the policies set out with the London plan.
Lack of affordable homes being provided.	The proposal falls below 10 units and therefore there is no policy requirement to provide affordable housing units on site. It is considered that the proposed application provides an effective use of the land.
Violation of human rights	Article 8 relating to human rights are a material planning consideration and have to be balanced against all other material considerations. Case law has highlighted that the planning system is an appropriate forum for householders, within which they have rights to make representations to the LPA, and that real evidence is required to detail that a development would harm private and family life.
<i>Procedural or non-material comments</i>	
Do neighbour comments even get read?	All comments made against each application are reviewed and considered accordingly.
Concerns over who has been consulted with.	The application has appropriately consulted both internally with specialist team members, where required, within the Council and with statutory consultees.

Detrimental impact upon house prices.	This is not a planning consideration.
The Ridge Way is an exclusive street.	The proposed exclusivity or not of the street is not a material planning consideration.
The proposed development is solely for monetary gain.	This is not a planning consideration.
The proposal does not comply with covenants linked to the site.	This is not a planning consideration.
The development is not located within the area of Sanderstead highlighted in the Croydon Local Plan 2018.	The site is located within Sanderstead Ward

6.4 The following Councillors made representations:

6.5 Cllr Tim Pollard [objecting and referred the application]

- The development is out of character in terms of use, and loss of privacy to neighbours.

6.7 An objection was also received from the Sanderstead Resident Association:

- Out of keeping with the Ridge Way and would spoil its environment.
- Lack of on-site parking and creating additional street parking which will cause additional dangers for children at Ridgeway Primary School.
- Loss of a substantial street tree which should be protected by a TPO. [*Officer Comment: The proposed application does not propose the removal of the existing tree, with protection methods proposed during any construction period*].

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

7.4 Consolidated London Plan 2015

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

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- DM18 - Heritage assets and conservation
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of Development

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. Approximately 30% of future housing supply may be delivered by windfall sites which provide sensitive renewal and intensification of existing residential areas and play an important role in meeting demand in the capital, helping to address overcrowding and affordability issues.

8.3 The site is located within an existing residential area and as such, providing that the proposal respects the character and appearance of the surrounding area and there are no other material impacts, a residential scheme such as this is in principle supported. Representations have raised concerns that the site does not fall within designated focussed intensification area or an area with a place specific policy. Whilst this is the case, this does not mean that the site is inappropriate for development.

8.4 Policies aim for there to be no loss of 3 bedroom homes as originally built, homes under 130m² and that 30% of homes should be family homes (including 2 bed 4 person homes). The existing building on site is a 4 bedroom house and although it was originally 3 bedrooms, the scheme proposes 4 family units (3 x 3 bedroom units and 1 x 2 bedroom, 4 person units) which equates to 44.4%.

8.5 The site is in a suburban setting with a PTAL rating of 1b and as such the London Plan indicates that the density levels ranges of 100-200 habitable rooms per hectare (hr/ha). The proposed density would be in excess of this range at 290hr/ha. The London Plan states 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. In the context of the location, the design of the proposal and the scale of the proposed building within a substantial plot it is considered that the development would be an acceptable density to make optimal use of the site without detrimentally impacting the amenity of the adjoining occupiers.

Townscape and Visual Impact

8.6 The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition. The existing dwelling has been altered with substantial additions previously approved spanning most of the width of the site.

8.7 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, respecting local character. This application proposes a three/four storey building with accommodation in the roof space, which appears as two/three storeys when viewed from the road. As shown within figure 1, the proposed building would be reduced in width from the existing building (blue outline highlighted), with a simple roof form, creating an acceptable well considered proposal which is a positive addition to the area.

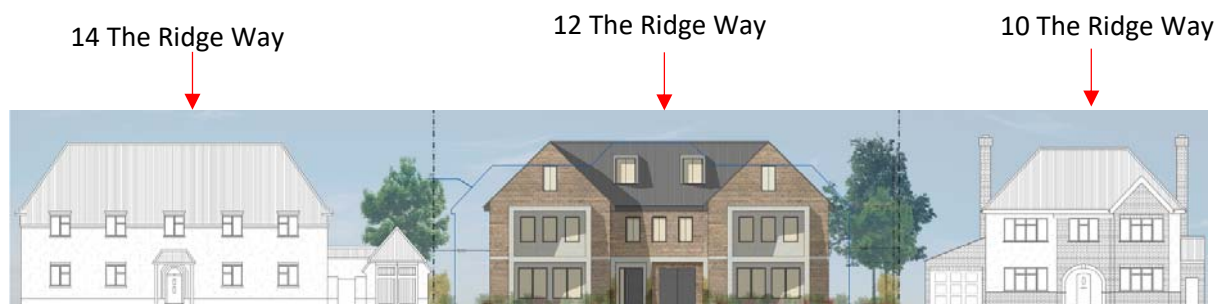


Figure 1: Proposed Streetscene elevation

8.8 At the rear of the site, the proposal would be four storeys, with a basement. However, the private amenity and terracing to the rear are set below the existing ground land levels to achieve a sensitively considered proposal. Although the proposal would be increased in mass and bulk, mainly to the rear of the proposed building in comparison to the existing building, the proposal would be well set in from the boundaries and set away from the adjoining occupiers to allow soft landscaping to be integrated throughout the scheme whilst providing future occupiers private amenity areas. It is also important to note the previous consent for the site (which is now expired) which proposed additional two storey rear extensions. Whilst the proposed massing would be deeper than the previous consent, those approved under application ref. 15/01765/P were located in closer proximity to the adjoining occupiers owing to the extended width of the existing building in comparison to the now proposed.

8.9 The proposed front elevation includes two front gables, with distinctive contemporary projecting bay features. The rear includes a projecting gable with in-set balconies within the built form throughout the rear elevation. The nature of the Ridge Way is defined by buildings which are, in the main, individual in style set within large, spacious plots. The proposed design is considered to be a contemporary reinterpretation of the wider area, with the appearance from the roadside of a large detached dwelling, much in a similar way to the existing dwelling.

8.10 The overall appearance of the building is contemporary and utilises brick, zinc within the roof dormers, aluminium windows and concrete roof tiles. Render to the front of the building has been removed following concerns related to how it may weather, especially considering the proposed projection of the elements forward to the gables. This is now proposed in a linear brick, which is also proposed at the rear. Full details associated with these elements have been submitted as part of the proposal and are considered acceptable.

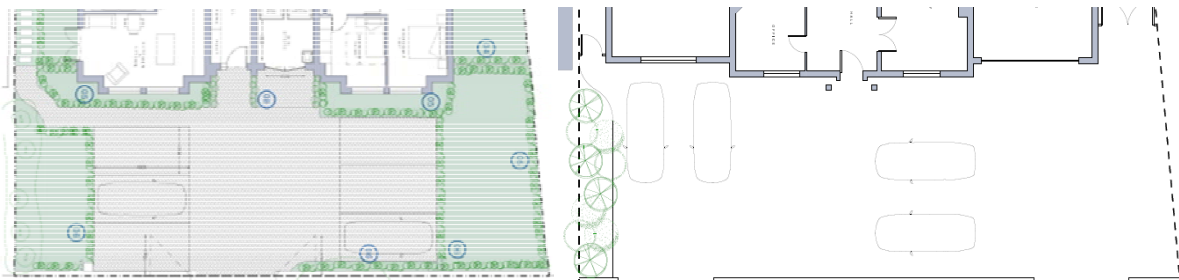
8.11 The application site has a large rear garden, which is reasonably screened providing significant opportunities for functional and adaptable amenity spaces. A detailed landscaping plan (please see figure 2) has been submitted within the proposal and amended to ensure accessibility to the proposed communal areas.



Figure 2: Detailed Landscaping Plan

8.12 The existing front parking area would be altered and softened, with additional landscaping provided which would reduce the hardstanding by approximately 64%.

Figure 3: Proposed Frontage Area (Left) and Existing Frontage Area (Right).



8.13 The scheme is considered to be a sensitive intensification of the site which makes the best use of the site and reduces the amount of hardstanding at the front and has a massing which respects the streetscene and existing character.

Housing Quality for Future Occupiers

8.14 All the units would comply with requirements set out by the Nationally Described Space Standards (NDSS) in relation to unit, bedroom and floor to ceiling heights.

8.15 The applicants have submitted a daylight and sunlight assessment relating to the proposed future units and amenity areas would all meet BRE guidance in regards to daylight and sunlight.

8.16 All units would also be afforded external amenity space in accordance with Policy DM10.4 and 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 person.

- 8.17 The proposed building would have internal step-free access through to the communal area as well as externally from the building. A child play space is shown to be provided within the communal garden space (which can be secured by condition). Two of the proposed three bedroom units are duplex units split across the lower ground and ground floor, with the other family unit solely located at ground floor level with a well-considered and appropriate approach to terracing the land around the lower ground amenity areas to provide good quality private amenity to any future occupiers of these units. This approach would also protect these future occupiers from being adversely overlooked from the communal areas owing to the detailing landscaping proposed within the raised planters.
- 8.18 In terms of accessibility, level access would be provided to all units, with a lift provided. The London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. The applicant has stated that 2 and 7 are potentially adaptable for M4 (3) users, taking into account their overall size, whilst all other units would meet M4 (2). These details would be secured via condition.
- 8.19 The development is considered to result in a high quality development including 3 x bedroom family units and one smaller family units as well as all units having acceptable private/ communal amenities and capacity to provide child playspace which overall provide a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.20 The properties that have the potential to be most affected are the adjoining occupiers at 10 and 14 the Ridge Way, as well as potentially 6 East Hill to the rear.

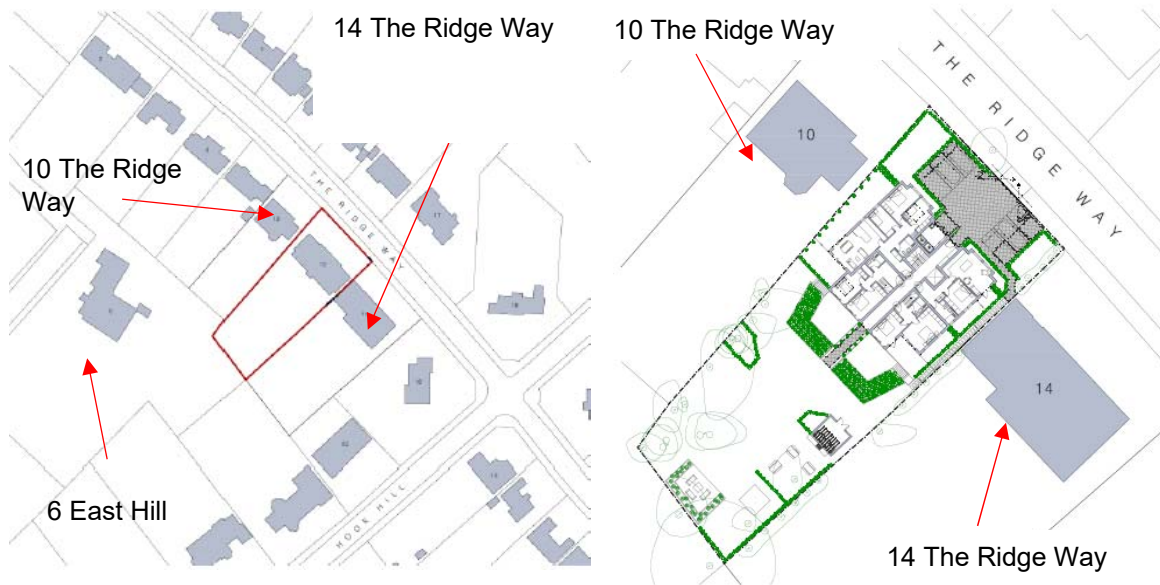


Fig 4: Site Plan highlighting the relationship with the adjoining occupiers (Left – Existing, Right – Proposed).



Figure 5: Proposed Ground Floor Plan with existing footprint indicated with blue line and orange line indicating the previous consents

10 The Ridge Way

8.21 The proposal would reduce the width of the building located on site by approximately 1.10 metres adjacent to this neighbouring building. The built form has been set-in, projecting to its fullest within the middle of the site and away from the adjoining occupiers. There would be reasonable separation between the proposed building and this adjoining occupier. There are no windows located within this adjoining occupiers flank elevation, with garage located adjacent to the boundary. This provides additional separation with there being an approximate 7.80 metre separation between the proposed building and conservatory located at no.10 which is located at the rear of a dual aspect living room. It is noted that two trees located adjacent to the boundary with this neighbour are due to be removed along the boundary, however all other trees are proposed to be retained providing additional screening similar in regards to the existing situation.

8.22 Within the development itself, there are flank facing windows located at first floor and above, these are high level windows located within non-habitable rooms or secondary in form and would be controlled via condition accordingly to ensure that these are non-opening and obscured glazed up to 1.7 metres from the internal floor height to restrict overlooking and protect the amenity of this adjoining occupier. A daylight and sunlight assessment has also been submitted with the proposal which also indicates that the proposal would comply with BRE guidance in regards its impact upon this adjoining occupiers amenities both internally and externally within their existing garden space. Overall it is considered that the amenities of the adjoining occupiers, although noted to change from the existing situation afforded, would continue to be protected to an acceptable degree.

14 The Ridge Way

8.23 There would be an approximate 8.50 metre separation between built the main flank elevation of this adjoining occupier and the proposed development, which would improve the existing on-site circumstances. They are noted to be two first floor windows within the flank of this neighbouring property (one of which is located within a bathroom, whilst the other is secondary to an existing bedroom). At ground floor there is door located within a hallway. As detailed in paragraph 8.22, any flank facing windows at first floor or above within the proposed development would be secured via condition to ensure the amenities of the adjoining occupiers are protected with all private amenity also at first floor and above set within the building envelope to again restrict overlooking. The daylight and sunlight assessment has indicated that one window located at ground floor level would be affected by the proposal however this is a secondary window located within a living room. Taking into this into account, the separation distances and the secondary nature of this window, the soft landscaping between the two sites and the proposed conditions, overall there is not considered to be a detrimental impact upon the amenity of this adjoining occupier.

6 East Hill

8.24 There is approximately a 35 metre separation between the proposed rear elevation and the rear boundary which is shared with this adjoining occupier. Taking into account this substantial separation distance, overall there is not considered to be any undue impact upon this adjoining occupier.

8.25 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Subject to conditions the proposed development is not visually intrusive and would not result in a loss of privacy.

Access and Parking

8.26 The site falls within a PTAL of 1b, where access to public transport is considered poor. The site is approximately 400 – 800 metres away from bus stops location on Sanderstead Hill with access to route 403, 850 metres from Sanderstead Station, 700 metres from the shops located on Elmfield Way and 900 metres from the amenity available on Sanderstead Hill. The topography of the area is noted however, with significant slopes within the surrounding area.

- 8.27 The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide a maximum of less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. 6 off-street parking bays to be provide for the 9 units.
- 8.28 The submitted transport statement, has set out that based on the 2011 Census, it would be expected that a development of this nature and unit mix would create the need for seven parking spaces. The proposal would therefore create an over-spill of one parking space onto the street based on this methodology. To justify that the surrounding road network has capacity to facilitate additional on-street parking the applicant has submitted overnight parking surveys as well as daytime surveys, during the application process, to highlight the proposed impact during the peak time for school drop-off and pick-up. It is noted that the vast majority of houses also have access to off-street parking.
- 8.29 The overnight parking stress surveys indicates an average parking stress of 5%, with 145 spaces highlighted as being available. The daytime survey undertaken, detailed that at peak times, during the morning (8.30 – 9am) and in the afternoon (3 – 3.30pm) parking stress within the same area rose to 60% and 84% respectively. As such there is adequate space on the street to accommodate any overspill parking throughout the peak drop off and pick-up times as well as overnight.
- 8.30 The amount of traffic or vehicle movements which the scheme is likely to generate is considered to be low, with the need for seven vehicles, resulting in an insignificant amount of additional traffic on the local road network. The layout of the forecourt allows for visibility splays and sight lines to and from the site and is considered acceptable. Concerns about the safety of children accessing the Ridgeway Primary School are understood. Given the low level of vehicle movements and with conditions on visibility splays the impact is considered to be acceptable.
- 8.31 In compliance with the London Plan, electric vehicle charging points are proposed to be installed in the parking area and this can be secured by way of a condition.
- 8.32 Cycle storage facilities would comply with the London Plan (which would require 18 spaces). The cycles would be stored in a purpose built timber structure, which is accessible both through the building as well as externally via the proposed side access.
- 8.33 The refuse store is located within the building envelope, screening these from the wider area. This approach is supported and is of an acceptable scale to ensure that the requirements of all future occupiers can be accommodated within this area.
- 8.34 Taking into account the sites location within a residential area, a Construction Management Plan (CMP) will be required via condition. This condition would require a CMP to be submitted and approved prior to the commencement of any works on site.

Environment and sustainability

- 8.35 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.36 The applicants have submitted a Flood Risk Assessment (FRA) which has reviewed the existing on site scenario and proposed a number of mitigation methods both internally within the building as well as externally. These include the use of permeable materials and soft landscaping to reduce on and off site flood risk. It is also of note that the site is located within an area with limited potential for groundwater flooding to occur.

Archaeology

- 8.37 The site is located within a tier II, Archaeological Priority Area with the applicant having submitted a desk based assessment, owing to the proposed excavations required to create the lower ground floor. Historic England have recommended that although the proposal has a potential to cause harm to archaeological remains owing to its scale its effect can be managed by way of a condition.

Trees

- 8.38 The proposal has been assessed in relation to its impact upon existing tree specimens both on-site and off-site four trees would be removed which are all located within the rear garden. Taking into account their location, and lack of amenity they provide within the wider streetscene, overall their removal is considered satisfactory. Appropriate protection is afforded to all other specimens including the street tree located adjacent to the site, which would not be affected by the proposed works.
- 8.39 Concerns have been raised by local residents in regards to the potential for protected species to be impacted by the development. The site is reasonably separated from all Sites of Nature Conservation Importance and/or Special Scientific Interest, does not include the removal of any existing water source (i.e. pond) and although four trees are noted to be removed, the development is considered unlikely to affect protected species/habitats on site. It is also important to note that other legislation provides protection to these species to which the applicant should be aware of. A condition can be attached to ensure that trees are removed outside of the bird nesting season.

Other matters

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

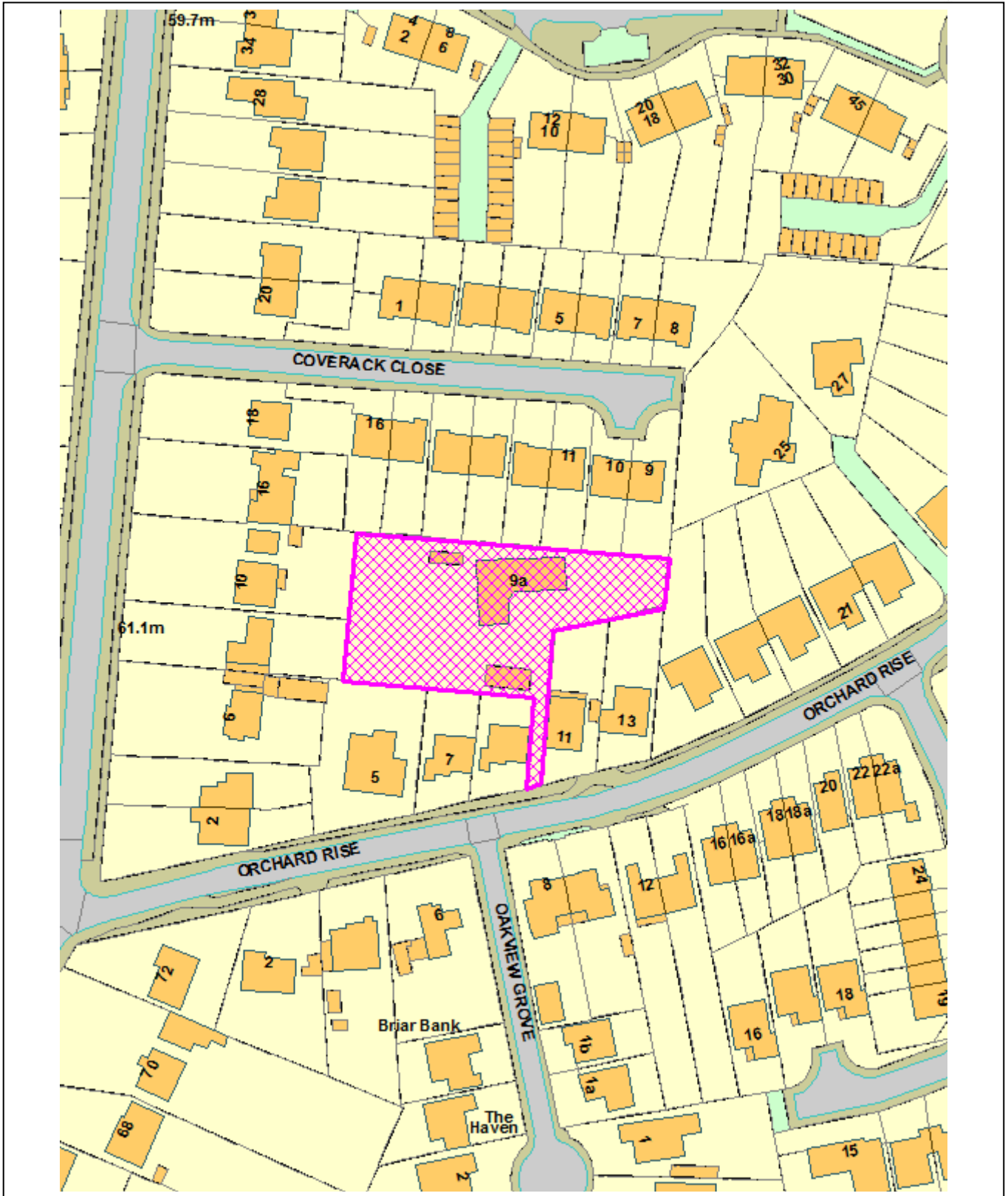
Conclusion

- 8.41 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and would not harm the visual amenities of the area or adjoining occupiers. The proposed impact on the highway network is acceptable, having taken into consideration the existing situation within the

surrounding area. The proposal is therefore overall considered to be in accordance with the relevant policies.

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

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PART 6: Planning Applications for Decision

Item 6.4

1 SUMMARY OF APPLICATION DETAILS AX10+15-53-101

Ref: 18/06070/FUL
 Location: 9A Orchard Rise CR0 7QZ
 Ward: Shirley North
 Description: Demolition of existing house and ancillary office building and erection of two storey block of 4 flats and 5 three-bedroom houses, provision of 5 parking spaces, refuse storage and cycle stores.
 Drawing Nos: 6722-PL02/A, 6722-PL03
 Applicant/Agent Mr James Caldwell Turnbull Land
 Case Officer: Christopher Grace

	1 bed	2 bed	3 bed	4 bed
Houses	0	0	5 (5 person)	0
Flats	0	4 (4 person)	0	0
Totals	0	4 (72sqm-78sqm)	5 (121sqm)	0

Type of floorspace	Amount proposed	Amount retained	Amount lost
Residential	949Sq.m	0 Sq m	293Sq m
Number of car parking spaces		Number of cycle parking spaces	
12		18	

1.1 This application is being reported to Planning Committee because the North Shirley Ward Councillors (Cllrs Sue Bennett and Richard Chatterjee) have requested it be referred to committee) 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) Built in accordance with approved plans
- 2) Materials to be submitted for approval
- 3) Details to be provided:-
 - a) Hard and soft landscaping – including paving surfaces, parking spaces, play space, planting and species to be submitted

- b) Boundary treatment – including private amenity space enclosures between the houses showing height and materials
- c) Vehicle site lines along Orchard Rise including point of entry/exit
- 4) Refuse Storage Area to be submitted
- 5) Cycle storage Area to be submitted
- 6) Parking and Disabled parking to be provided as specified
- 7) Details of land levels proper to occupation
- 8) Electric vehicle charging point
- 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) Details of measures to protect rockery in northwest corner of the site, including elevation, planting
- 18) Ecology protection measures to be submitted
- 19) Windows in flank elevations of the flatted building to be obscure glazed and fixed shut up to 1.7m above the internal floor level at first floor.
- 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.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal involves the demolition of the existing bungalow (family house), garage, store and separate ancillary office building on the site and the construction of 5 three-bedroom houses with accommodation within the roofspace and a two storey block of flats to provide 4 two bedroom flats.



- 3.2 The proposed development would be accessed off Orchard Rise along the existing vehicle access point. The proposed houses would be 8.2 m high, 5.4m wide, 11m deep along the west; the proposed block of flats would be 8m high 14m wide, 17m deep along the east of the site.
- 3.3 The proposed buildings would be constructed of the following materials: - decorative yellow soldier brick, metal standing seam roof and rear dormers, aluminium windows and timber doors.
- 3.4 The proposal would include 12 car parking spaces including 1 disabled space and an electrical charging point, 18 bicycle spaces within secured unit's and refuse stores.
- 3.5 The proposal would include removal of a number of trees, the provision of new extensive landscaping, each of the houses would benefit from private garden areas, with balconies to flats and communal playspace. In addition there would be hard landscaping to pedestrian routes, new boundary treatment between the buildings with a variety of tree/shrub planting in and surrounding the site boundary.

Site and Surroundings

- 3.6 The site comprises a 0.193 ha backland site consisting of a large single-storey detached bungalow with garden located on the north side of Orchard Rise. Access to the site is along an established private drive which runs between no.9 and 11 Orchard Rise. The site contains a bungalow which is located towards the northern boundary of the site and a single storey ancillary office building located at the southern side of the site close to the vehicular access of the site
- 3.7 To the north of the site are the rear gardens of properties nos. 9-16 (consec) Coverack Close; to the south are the rear gardens to nos. 5-13 Orchard Rise, to the east is the rear garden of no 15 Orchard Rise while to the west are the rear gardens to nos.8-10 Orchard Road. The surrounding area is residential in character with pitched roof forms and brick construction.
- 3.8 Whilst there are a number of trees on the site, there are no protected trees identified within the site or immediate surroundings and no other designations for the site identified on the Croydon Local Plan Policies map.

Planning History

3.9 The following planning decisions are relevant to the application:-

- 95/01803/P Refused permission for demolition of existing outbuildings; erection of detached two bedroom bungalow with integral garage
- Unsatisfactory spatial relationship with existing buildings and detrimental to amenities of occupiers of adjoining property by reason of its size, siting and external appearance
- Increase levels in noise and disturbance caused by vehicles using the property.
- 18/05002/PRE Pre-application for demolition of existing property and outbuilding and erection of 5 3bedroom homes and 4 x 2 bedroom apartments.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The proposed would provide an appropriate scale for a backland development making effective use of the residential site and 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 for the proposed development, encourage sustainable modes of transport other than the car, 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 technics 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: 43 Objecting: 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>	
Planning permission was refused in 1996 for erection of two detached bungalows; this application is for 5 houses and 4 flats.	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 8.4 of this report.
<i>Scale and massing</i>	
Height and scale of housing not in keeping and would dwarf bungalows; tree with pleasing look would be replaced with side wall of block of flats and houses;	Officers consider that the proposal in terms of scale, massing and creates an acceptable transition in scale between the application site and the surrounding buildings. Refer to paragraph 8.5 to 8.10 of this report.
<i>Appearance</i>	
Appearance out of keeping with area; in appropriate design	The proposed design of the buildings are considered to be acceptable. The details to be secured by condition. Refer to paragraph 8.10 of this report.
<i>Density</i>	
overcrowding and overdevelopment	The development would maximise the potential site whilst ensuring a suitable scaled buildings limited physical impact. Refer to paragraph 8.5 to 8.11 of this report.
<i>Daylight and sunlight</i>	
Loss of light to properties	Officers consider that due to the position and height of the buildings the resultant levels of daylight/sunlight are acceptable within an urban setting. Refer to paragraph 8.13 – 8.19 of this report.
<i>Overlooking</i>	
Unacceptable overlooking,	The proposal would result in some overlooking Given the position of the buildings the proposed development would be limited in terms of overlooking or loss of privacy. Refer to paragraph 8.13 – 8.19 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. Concerns not addressed in revised proposal	In view of the sites backland location, a condition requiring details of safety measures including lighting and level of illuminance to the rear should protect neighbour amenity. Refer to paragraph 8.13 -8.19 of this report.
<i>Noise</i>	
Increase in noise and disturbance. Existing access is negligible daily access would be significant	Officers consider that the introduction of an intensified residential use in the residential area would not lead to an unacceptable level of noise and disturbance. Refer to paragraph 8.13-8.19 of this report.

<i>Standard of accommodation</i>	
Will playspace be communal?	Officers consider the proposal would provide a reasonable level of accommodation including communal amenity playspace in excess of London Plan standards. Refer to paragraph 8.22 – 8.23 of this report.
<i>Waste</i>	
No room for waste collection; waste storage at back of neighbours garden and would result in overspill, rats , noise and smell	The applicant plans includes refuse storage provision in line with Officer comments. Refer to paragraph 8.36 of this report.
<i>Transport</i>	
In adequate level of parking provided; insufficient parking provided to neighbouring Hanbury Mews lead to parking on grass verge; existing access is 3m wide and inadequate; only one vehicle will be able to pass at any one time; no room for separate pedestrian access; inadequate emergency services access ; Hanbury development caused serious damage to pavement;	Officers consider the level of on-site parking and bicycle provision to be appropriate and that detailed planning conditions would secure suitable and safe vehicle movement and fire safety. Refer to paragraphs 8.23 to 8.26 of this report.
<i>Construction</i>	
Extent of building works in the area will lead to increase noise, disruption, distress, congestion during construction and lead to accidents and health and safety issues; neighbours have been through this before at Hanbury Mews. Loss of tons of soil	Disruption during the build will be minimised through an approved Construction Management Plan. Refer to paragraph 8.18 of this report.
<i>Sustainable issues</i>	
Excessive noise and pollution	A detail informative would ensure that the development would incorporate sustainable requirements and the Council Code of Practice of the control of pollution. Refer to paragraph 8.18 of this report.
<i>Trees and Ecology</i>	
Loss of tree and shrubs on site; verges being destroyed; deep argued piles may damage existing tree roots; loss of trees would result in loss of nesting birds and other wildlife, there is evidence of a badger set on the property, loss of foxes, hedgehogs in area;	A condition requiring details of new landscaping tree planting and protection measures should ensure that suitable planting is provide. Following further investigation, the proposal has been amended to include protection measures to safeguard the presence of the badger sett during the construction process. The details to be safeguarded by condition prior to

	commencement of any works on site. Refer to paragraphs 8.32 to 8.33 of this report.
<i>Flooding</i>	
Lead to flooding; water pooling at Orchard Avenue and Orchard Way ; reduced ground levels could result in drainage problems;	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 8.32 to 8.33 of this report.

6.3 Councillor Sue Bennett has made the following representations:

- It is a backland development and there is a presumption against back garden development in London Plan Policy 3.5
- There would be a substantial loss of trees and there has not been an Ecological and Wildlife Survey
- Loss of light to neighbouring properties
- Out of character
- Overdevelopment

6.4 Councillor Richard Chatterjee has made the following representations

- The access road is too narrow for the proposed number of dwellings on this plot that would lead to many traffic movements, putting children and the elderly at risk when egressing and returning, especially in buggies or in motorised wheelchairs, or when children are returning unaccompanied from school, as there is no pavement.
- The proposed houses are out of keeping with the area in respect of external design, internal floorspace and garden size, which is insufficient.
- The proposed flats lead to a loss of privacy especially for the residents of 11 and 13 Orchard Rise and of 13 Coverack Close, especially in respect of the quiet enjoyment of their gardens.
- The 2-storey flats have a very high roof which would dominate the skyline and be aesthetically unacceptable.
- This is a back-land development that harms the local area by not enhancing or respecting the locality. There are not terraced properties or flats locally, the northern side of Orchard Rise is predominantly bungalows,
- The proposal does not reflect the pitched roof forms or the heights of surrounding dwellings.
- There is no storage space proposed for wheelie bins for the houses, and the recycling/waste storage area for the flats is too small but yet, in its proposed design, is also visually intrusive.
- There is no turning head for visitors' vehicles.
- The proposed speed bump is an unwelcome vertical deflection in the road.
- The intensity of the proposed development and loss of trees will damage the current flora and fauna by significantly diminishing the current habitat for living and breeding at the plot, including disturbance of badger sett understood to be located at the north-west of the plot.

6.5 Monks Orchard Residents Association (MORA)

- The proposed development does not reflect the character of the area
- Massing does not reflect local character of surrounding dwellings
- Does not meet minimum space standards for storage space
- Does not make a positive contribution to the character of the locality, layout and siting of surrounding neighbourhood
- No programme for replacement trees
- Insufficient waste facilities
- No vibration and Impact assessment from the required delivery of materials and disturbance
- Access drive not sufficient for emergency vehicles
- Proposal lacks an Ecological and wildlife assessment
- Detrimental impact on highway safety and sever impact on transport network
- Does not include a Transport Assessment.

6.6 East Surrey Badger Protection Society

There is a large active main badger sett located in the north west corner of the site with at least one entrance hole in the rockery, which has been built on top of an underground air raid shelter.

There are two active entrances on the fence line between 9A and 10 Orchard Way and one entrance which is not well used in the rockery. The proposed development will deprive the badgers of the foraging on the grassland and garden of 9A.

Last year a subterranean barrier was installed along the boundary of number 10 Orchard Way to prevent the sett expanding in that direction.

I spoke to the owner of 9A who was happy to have the sett in his garden, and of course this was before he had confirmed that his garden would be developed. If planning permission is granted then there will have to be badger mitigation in place. This mitigation could include leaving the air raid shelter in place and fencing or planting a protective barrier as part of the landscaping conditions. During construction the sett must be protected with a temporary security fence, at least 2 m from the rockery.

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), issued in July 2018 (Amended 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:

- 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 Architect

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
- DM45 Shirley

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 Tenure
5. Housing Quality for future occupiers
6. Transport
7. Trees
8. Ecology
9. Sustainability and flooding
10. Waste

Principle of Development

- 8.2 In considering this proposal the local planning authority has had regard to delivering a wide choice of homes in favour of sustainable development in line with the principles of paragraph of the NPPF, Policy 3.3 of the London Plan relating to increase housing stock; policies SP2.1 of the Croydon Local Plan in providing a choice of housing for all people at all stages of life and DM1 in supplying new housing.
- 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 will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.
- 8.4 The proposal would replace an existing house and ancillary office with 9 new residential units. The loss of the existing buildings does not give rise to concern with the existing buildings of no architectural merit and no policy issues with loss of the small family office which is ancillary to the main building. The provision of new residential accommodation within this setting would add to the Council housing stock. The proposal would have regard to surrounding residential character while maximising the sites potential.
- 8.5 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); the proposal would be within this range at 159 hr/ha. The London Plan however further identifies that density is only the start of the planning housing development and not the end. 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 the sites location, design, transport capacity and parking provision density is justified. The proposal would therefore accord with London Plan requirements in promoting housing.

8.6 It is therefore considered that subject to an appropriate scale of sustainable development, good design, a full assessment of amenity considerations, conserving the natural environment and assessment of traffic considerations, there is no objection in principle to the introduction of further residential accommodation in this location. These additional matters are considered in more detail below.

Townscape and visual impact

8.7 The existing property is not protected from demolition by existing policies and its demolition is deemed acceptable subject to a suitably designed replacement development coming forward. The proposal seeks to demolish the existing bungalow and office and replace them with 5 houses and a building containing 4 flats.

8.8 The proposed houses along the west and block of flats along the east would be separated by a vehicle parking and pedestrian area 19m wide in the centre of the site. All 5 houses would be uniformed in appearance.



8.8 A number of neighbours have raised concern over the height of the proposed buildings and their impact on the immediate surroundings and consider their location too close to neighbouring boundaries. The Croydon Local Plan has a presumption in favour of three storey developments and the application seeks to provide a three storey property providing a high quality built form that respects the pattern, layout and siting in accordance with Policy DM10.1. The proposal comprises two storeys and two storeys plus accommodation in the roof space. The proposal therefore seeks to maximise the development potential of the site in line with policy whilst being in keeping and sympathetic with the surrounding context. The applicants have demonstrated through 3-D images that the mass, setting and design of the proposed new buildings would integrate well within the existing site and surrounding and is considered to be acceptable



- 8.9 The design language, maximising the roof space of the houses, and mix of materials to be used on the proposed buildings, would give a modern approach to characteristic of surroundings but would still maintain some symmetry and balance to the site. The buildings would be a considerable distance when passing the entrance to the site from Orchard Rise and therefore would not unduly impact on the street scene appearance. The proposed parking would utilise the existing vehicle access.
- 8.10 The proposed design would preserve this backland site and local character in line with national, regional and local policies. The proposed materials and finish of the building would be controlled by condition.

Residential Amenity Daylight/Sunlight, Overlooking, Privacy, Outlook, Noise, Lighting construction for neighbours.

- 8.11 Policy DM10.6 states that 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 the existing properties position in a backland location the proposed development would be surrounded on all sides by residential properties and their gardens. It is therefore important to consider the potential impacts on these adjoining occupiers.
- 8.12 The flank walls of the proposed houses would be a minimum of 13m from the rear building line of 5-7 Orchard Rise along the south and 16m from 13-16 Coverack Close at the nearest point to the north. There would be a distance of 27m from the rear walls of 8-10 Orchard Road at the nearest point to the west. Details of boundary treatment would be controlled by condition to ensure that neighbour amenity is protected. Due to the distance between the houses and orientation of the site the neighbouring buildings would have suitable separation and therefore the proposal would not result in any significant reduction in light for these neighbouring properties. No windows are proposed in the flank elevation of the houses nearest along the north and south boundaries of the site. The window to window distance with neighbouring properties would be such that the proposal would not result in any undue overlooking of neighbouring rooms. The proposed houses would not result in significant overlooking or loss of privacy for neighbouring properties.

- 8.13 The proposed block of flats would be located at its closest point 1.3m from the northern boundary of the site. The properties to the north in Coverack Close have rear gardens with a depth of between 12m -13m. To the south the flats would be located (at its closest point) 1m in from the boundary with 11 and 13 Orchard Rise. These properties have rear gardens with a depth of 16m. To the east the flats would be located 11m in from the boundary with the rear part of the garden with 15 Orchard Rise. The proposed block of flats due to these separation distances would not result in any significant loss of light to neighbouring properties to the north, south and east. The proposal does include windows in the flank elevations of the block to living room and bedrooms. However these would be to secondary windows only and a condition requiring that these windows remain obscured should protect neighbouring amenity. Windows in the rear elevation of the block would face towards the end of the rear garden of no.15 Orchard Rise and should not result in any significant overlooking of this neighbouring property.
- 8.14 Officers consider the proposed houses and flats to be at a suitable distance so as not to result in undue loss of neighbours in terms of daylight/ sunlight or overshadowing.
- 8.15 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 however given the separation distances the development would not appear cramped or overbearing. Details of landscaping measures including measures to protect existing neighbouring 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.
- 8.16 The provision of further residential accommodation would result in increased activity to this site. Neighbours have raised concerns 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. In view of the residential setting it is not considered that the proposal would result in undue loss of amenity in terms of noise disturbance.
- 8.17 It is acknowledged that there will be some noise and disturbance during the construction process, with pollution also a concern expressed by neighbours. Neighbours have referred to several issues raised with the construction of a neighbouring development at Hanbury Mews further to the south west off Orchard Way. A planning informative is recommended to advise the applicant to follow the Council's "Code of Practice on the Control of Noise and Pollution from Construction Sites". A Construction Logistics Plan would need to be submitted and approved prior to the start of building works. It is also recommended that a demolition / construction logistics plan be provided in order to reduce amenity considerations, traffic impacts and safeguard the development during the build; the detail of which is to be controlled by condition. Further informatives would ensure the reinstatement of the highway with developers to meet the cost of reinstatement of any work.
- 8.18 In view of the site's backland location, a condition requiring details of safety measures including lighting and illuminance to the rear and along the vehicle approach would ensure that neighbour's amenity is protected. The proposal is

therefore considered to be acceptable and would be in line with London Plan policy 7.6 Architecture for good design and Council policy UD8 protecting residential amenity.

Housing Tenure

- 8.19 The proposed development would result in the loss of an existing family house. The proposal would however provide a combination of three bedroom and 2 bedroom (4 person) properties . CLP Policy SP2 sets out an aspiration for 30% of all new homes outside the Croydon Opportunity Area to have three or more bedrooms and CLP acknowledges that 2 bed, 4 person homes can be treated as family homes (in line with DM1.1) during the first 3 years of the Plan. . The application proposes that 5 of the proposed units would be three bedroom houses (55.5%) with the remaining 4 units comprises 2bedroom (4 person units (44.5%) In terms of this policy requirement, the proposal would be in line with this aspiration. Therefore under current policy as the proposal would be in line with the principles of the NPPF in delivering a wide of choice of quality homes and London Plan Policies 3.8 housing choice, 3.9 mixed and balance communities.

Housing Quality/Daylight and sunlight for future occupiers

- 8.20 All 5 houses and 4 flats would accord with the National technical housing standards guidelines in terms of floor space requirements including areas for storage. Each property would have 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 within the roof space. This arrangement is, therefore, considered acceptable.
- 8.21 Each of the houses and flats would have their own private garden space in excess of minimum amenity guidelines for dwellings. The proposal would include an area of communal garden playspace in excess of London Plan standards and include landscaping and planting the details of which would be secured by condition. The proposal would therefore be in accordance with the principles of the NPPF in delivering a wide of choice of quality homes and London Plan Policies, and Croydon Local Plan 2018.

Transport

- 8.22 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 poor level of public transport accessibility. The layout shows 12 car parking spaces one of which is a disabled bay. Whilst this is a high level of parking provision, it is within the maximum limits of both the London Plan and the Draft London Plan, due to the low public transport accessibility level. 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.
- 8.23 The site is served by an existing access road. This is an existing access road which is narrower than the minimum width recommended by London Fire Brigade Fire Safety Guidance (3.7m). Due to the distance between the footway and the proposed properties it will be necessary for additional fire protection measures to be considered by the applicant. The applicant has confirmed that each individual unit (flats and houses) will be required to include a sprinkler system. The

applicants state that this system in conjunction with alarms will not only alert occupants about a fire, but will also suppress or eliminate it. Confirmation of the acceptability of this approach with Fire Services and be a matter under building regulations. An informative is recommended to this effect.

- 8.24 The existing access road is set back of the highway. A grass verge 2.5m deep exists across the 3.5m entrance point between the footway and the boundary of the property. The proposal includes speed humps along the entrance and therefore vehicle movements are likely to be slow when entering the leaving the site. Whilst this development would result in an intensification of the use of the existing drive, Transportation Officers consider the access arrangements to be acceptable for pedestrian and vehicle movements. The applicant has submitted amended plans which demonstrate how small to medium sized delivery vehicles could turn within the southern portion of the site in order to enable them to enter and leave in a forward gear. The waste storage facilities have been sited to enable the refuse to be collected from Orchard Rise.
- 8.25 The proposed cycle parking is considered in line with London Plan standards. Details of cycle parking would need to be approved by the Council prior to occupation. 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

- 8.26 Neighbours have raised concern over the loss of trees on site. The site which is primarily soft landscaping contains several trees. The applicant has submitted a detailed tree report which identifies 31 trees and 6 groups of shrubs on site. The existing trees include medium sized and middle-aged trees. The report identifies that the majority of the trees are in a good condition but due to their size are of limited amenity value to the local area.
- 8.27 The report which categorises trees from A to C; from good quality to those that make minimum value and U trees of poor quality. No category A trees have been identified on site. The proposal would involve the removal of a total of 19 trees and 3 groups of shrubs. 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.
- 8.28 The proposal would retain the category B trees along south boundary of the site and north west corner of the site with the majority to be removed being category C. All trees that are to be retained on the site will be protected by the use of a tree protection measures the details of which would be secured by condition. Council Tree Officers do not raise any objection to the findings of the applicants tree report provided a suitable replacement planting scheme is introduced. The report states that the proposed dwellings have been located so that the retained trees on and adjacent to the site will not have a negative impact on the future residents.
- 8.29 New tree planting will help to preserve the site and screen and help soften the development when viewed from neighbouring properties. The applicants have proposed Silver birch or Field Maple trees both of which Tree Officers have

considered to be suitable replacements. The details of the planting scheme to be secured by condition.

Ecology

- 8.30 Neighbours and the East Surrey Badger Protection Association (ESBPA) have raised concerns over the presence of Badger set existing within the northern corner of the site. The applicants have investigated this issues in conjunction with the East Surrey Badger Protection Association (ESBPA) who have confirmed that there are badgers (possibly a breeding pair) using the far north western corner of the site albeit they come out into the rear garden of number 10 Orchard Way. The north area of the application site currently has a raised rockery and has an old, small air raid shelter underneath on the boundary with no.10 Orchard Way. The findings confirm that it is unlikely that badgers use the shelter itself, but that there is likely activity around it. There are no exits that can be identified coming out of 9a Orchard Rise (the application site), but ESBP has identified two entrances/exists coming out of number 10 Orchard Way.
- 8.31 Following discussions with ESBPA the applicants have agreed to leave this raised rockery undisturbed and as part of a landscape scheme plant semi-mature holly hedging around the area for natural protection with further protection fencing to be provided (2m away from the sett) during the construction phase. The applicants' proposal includes the details of the landscaping and the protective fencing during construction works on plan the full details to be controlled by condition. No evidence of other protected species has been found on site.

Sustainability and Flooding

- 8.32 The Council would seek new homes to meet the needs of residents over a lifetime and be constructed using sustainable measures to reduce carbon emissions. In line with Policy 5.2 of the London Plan, the development proposals should make the fullest contribution to minimising carbon dioxide emissions. In addition, the Council would require the development to achieve a water use target of 110 litres per head per. Subject to conditions the development would need to achieve sustainable requirements in line with national, regional and local level. The applicants have submitted a flood risk statement which identifies the site to be in Flood Zone 1.
- 8.33 In terms of sustainability and flooding the proposal will be designed so that all new surface water connections from the roof will be directed to the existing local drain. All connections will be made in accordance with the building regulation requirements and those of Thames Water including retention and slow release systems (SUDS) to reduce the outflow to limit the risk of adding to flooding elsewhere in the vicinity. The details to be secured by condition.

Waste

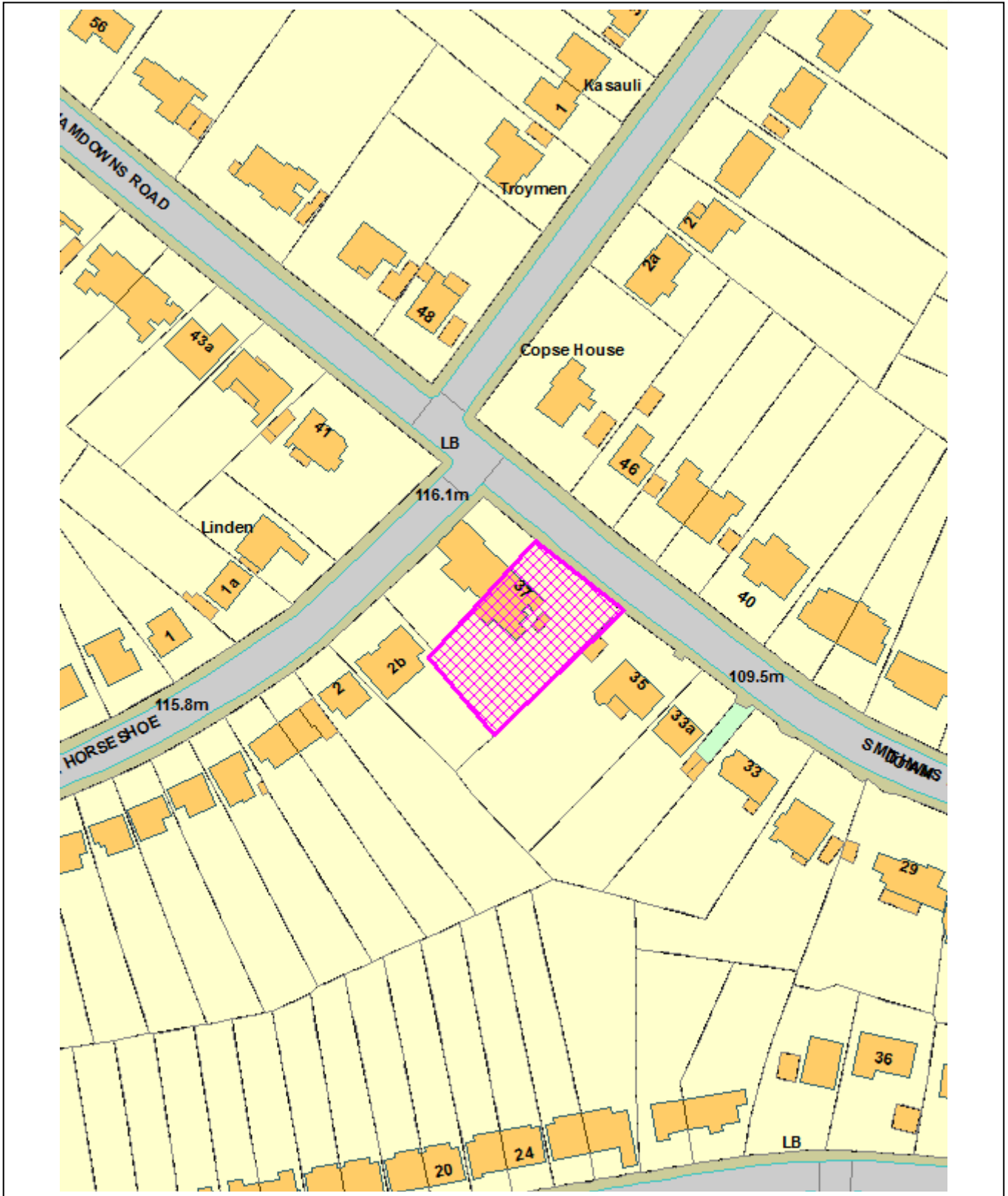
- 8.34 The proposed plans indicate the location for the waste storage facilities. Officers have identified that the proposed development would be within an acceptable distance for collection. Details of boundary treatment should ensure suitable protection to neighbouring properties along the south. Waste officers have stated that the development would need to provide 1x1100ltr landfill, 1x12800ltr comingled dry recycling and 1x140ltr food recycling. However, details confirming

this provision would need to be secured by condition to ensure suitable facilities are provided in line with the principles of London Plan policy 5.17 waste capacity; CLP policies SP6 and DM13.

Conclusions

- 8.35 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 6.5

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/00235/FUL
 Location: 37 Smitham Downs Road, Purley, CR8 4NG
 Ward: Coulsdon Town
 Description: Conversion and extension of existing house to form three flats (Class C3), demolition of garage and erection of three storey building to form 6 flats (Class C3) and associated car parking, cycle and refuse storage.
 Drawing Nos: 2017.179.01, 2017.179.13, 2017.179.14, 2017.179.15, 2018.179.03 Rev A, 2018.179.04 Rev A, 2018.179.05 Rev A, 2018.179.06 Rev A, 2018.179.07 Rev A, 2018.179.08 Rev A, 2018.179.09 Rev A, 2018.179.10 Rev A, 2018.179.11 Rev A, 2018.179.12 Rev A, 2018.179.16 Rev A.
 Applicant: Mr Patel, 37SDRB Ltd
 Agent: Mr Patrick Stroud
 Case Officer: Samantha Dixon

	studio	1 bed	2 bed	3 bed	4 bed
Existing					1
Proposed flats	0	3 (1 x 2 person)	5 (3 x 3 person and 2 x 4 person)	1 (1 x 5 person)	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
5	17

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

2.0 RECOMMENDATION

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

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Details of materials to be submitted.
- 3. Details of Refuse storage as submitted
- 4. Full details of cycle storage to be submitted

5. Details of electric vehicle charging point to be submitted
6. No additional windows in the flank elevations
7. Obscure gazing to windows in flank elevations at first and second floor if below 1.7m
8. Details of acoustic measures to party wall to be submitted
9. Development in accordance with Tree survey and tree protection plan
10. Hard and soft landscaping including boundary treatment to be submitted
11. Details of site specific SuDS to be submitted
12. Details of children's playspace to be provided
13. Inclusive access as shown on plans
14. Details of ramp to entrance to Unit 1 to be submitted
15. Car parking provided as specified
16. No obstruction within visibility splays
17. 19% Carbon reduction
18. 110litre Water usage
19. Construction Logistics Plan as submitted
20. Time limit of 3 years
21. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

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

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

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Refurbishment and roof extension of existing building to create 3 units
- Erection of a three storey building to side of existing to create 6 units, joined by gazed link
- Overall provision of 9 units including 1 x 3 bed flats, 5 x 2 bed flats and 3 x 1 bed flats
- Provision of communal external amenity space and children's play space
- Provision of 5 off-street parking spaces
- Provision of associated refuse and cycle stores

3.2 During the course of the application amended plans have been received. The number of units with private amenity space has been increased, the plans show that Unit 3 would be a wheelchair accessible unit and a ramp has been added to the front of the existing building, the appearance of the rear elevation has been simplified, the refuse store has been reduced in scale and situated further from the adjoining property.

Site and Surroundings

3.3 The site comprises a semi-detached dwelling located to the south west side of Smitham Downs Road. Land levels fall from north west to south east. There is an existing large detached garage to the side of the house with a large area of hardstanding to its front. The site has a public transport accessibility level of 2.



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

Planning History

3.4 87/02070/P Erection of detached house with integral garage. Refused October 1987

3.5 18/04833/PRE Conversion and extensions to existing house, erection of a detached block to land at side to create a total of 9 units

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

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

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 9 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 20 Objecting: 20 Supporting: 0 Comment: 0

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

Objection	Officer comment
<i>Design and appearance</i>	
Gross overdevelopment of the site	Addressed in Section 8.10 of this report.
Flats will change the character of the area	Addressed in Sections 8.2, 8.3, 8.6 – 8.9 of this report.
Out of keeping with large detached houses	Addressed in Section 8.6 – 8.9 of this report.
Design not sympathetic to surroundings	Addressed in Section 8.6 – 8.9 of this report.
Dominant and symmetry of semi-detached pair will be disrupted	Addressed in Section 8.6 – 8.9 of this report. The symmetry of this pair has already been lost by the significant single storey elements to the side of No.39 and the existing differing two storey side extension to both properties.
<i>Impact on amenities of neighbouring properties</i>	
Loss of light to neighbouring properties	Addressed in Section 8.17 - 8.26 of this report.
Overlooking and loss of privacy for neighbours	Addressed in Section 8.17 - 8.26 of this report.
Bin store adjacent to my front entrance will be unsightly, cause odour problems	Addressed in Section 8.22 of this report.

and potential vermin (39 Smitham Downs Road)	
Need for soundproofing between 39 Smitham Downs Road and proposed development.	Addressed in Section 8.20 of this report.
Extra pollution and noise	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
Construction noise and dust will be harmful to local residents	Addressed in Section 8.34 of this report.
<i>Trees</i>	
Loss of trees and greenery in street scene	Addressed in Section 8.37 of this report.
<i>Transport and parking</i>	
Inadequate parking provision	Addressed in Section 8.28 of this report.
Cars parked on road will cause extra parking stress	Addressed in Section 8.28 of this report.
Cars parked on road will cause accidents and hazards to other road users including buses and school children	Addressed in Section 8.29 of this report.
Cars parked on road will obstruct views at a dangerous junction	Addressed in Section 8.29 of this report.
Cars will park adjacent to my access and obstruct my visibility (39 Smitham Downs Road)	Addressed in Section 8.29 of this report.
<i>Other matters</i>	
No affordable housing	This is a minor development and as such affordable housing is not required by policy.
Lack of services in the area e.g. GPs and schools to cope with extra people	The development will be CIL liable. This is addressed at section 8.40 of this report.
Previous application for one house refused and this should be too	The previous application was made in 1987, 32 years ago. There are different national and local planning policies in place since this time.

6.4 The following Councillor has made representations:

- Cllr Luke Clancy (Coulsdon Town Ward Councillor) Objecting:
 - Over development
 - Refuse arrangement
 - Lack of parking
 - Privacy concerns

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

7.4 Consolidated London Plan 2015

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

- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

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

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of Development

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

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

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

- 8.4 Policies seek to prevent the net loss of 3 bedroom homes (as originally built) and ensure that 30% of new homes are family homes (including 2 bedroom 4 person units). The existing building on site is a 4 bedroom house and one three bedroom and two 2 bedroom 4 person units are proposed, resulting in three family units, this meeting the 30% requirement. Considering that part of the proposal is for a conversion, the use of 2 bedroom 4 person units in this manner is considered acceptable.

Townscape and Visual Impact

- 8.6 The overall design approach is to retain the existing building with minimal extensions to not affect the balance of the pair of semi-detached houses. The new building is designed to be read as a separate building, with the linking extension being set back and glazed. Part of the existing side extension would be removed and the roof form enlarged to include a hip to gable extension and rear dormer extension. These elements are acceptable, being common characteristics in suburban areas. Gables are a common feature on Smitham Downs Road. The dormer extension is set well down from the ridge line and set to the side of the adjacent gable feature.
- 8.7 The new building would also have a traditional form comprising two full storeys with further accommodation in the roof space. From the frontage the building has the appearance of a detached dwelling with a front door, hipped roof and gable feature commonly found in this road. The building would have external materials of red brick, hanging tile and plain roof tiles which would ensure the development would sit comfortably in the street scene.
- 8.8 The building would be connected to the existing building by a glazed link which is well set back from the front elevation. The set back and materiality ensure a visual gap is retained between the structures which positively allows the proposal to respect the characteristics of the surrounding area. As well as this a gap of 1 metre is retained to the south east side boundary which prevents the building from appearing unduly cramped.



Figure 2: Plan of proposed frontage within the street scene

- 8.9 The height of the building is well conceived, the built form falling with the level of the street to be lower than the existing building on site and higher than the dwelling

adjacent No.35. The building is set slightly behind the existing front building line of the existing building to the north west (No.37/39) and given the fall in ground levels the building would not be overly visible from the north west approach to the site. The building is also set behind the front building line of the dwelling and detached garage to the south east by approximately 3 meters. Whilst it is acknowledged that the depth of the proposed built form is significantly more than the adjacent properties, given the set back and location of other dwellings in this row, the proposed building will sit appropriately within the street scene.

- 8.10 The site is a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels ranges of 150-250 habitable rooms per hectare (hr/ha) are appropriate. The proposal would be in excess of this range at 295 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. The application site is a large plot within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. As outlined above, the proposal would overall result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.
- 8.11 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.12 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).
- 8.13 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. The units located on the ground floor have access to private amenity space in excess of minimum standards, although it is noted that the space for Unit 4 is poor. Five out of six of the properties at the upper floors all have private balconies, although it is noted that one is slightly under the size of the minimum requirement. Only one unit has no private amenity, this being the front facing unit within the existing building. As this is element of the scheme is a conversion, where these standards should be applied flexibly, this is considered to be acceptable.
- 8.14 A good sized communal garden (approximately 240sqm) is provided at the rear of the site and therefore concerns with regard to the inadequate private areas are mollified. On balance, the quality of the amenity space is considered acceptable. A child play space is shown to be provided within the communal garden space (full details of which can be secured by condition).
- 8.15 In terms of accessibility, level access would be provided to both of the ground floor units in the new building, and a ramp would be provided to the front of the existing building which currently has a stepped access. The London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. In this instance it is considered

that one of the ground floor units should be M4(3) adaptable and the other two should be M4(2). This can be secured by condition.

- 8.16 The development is considered to result in a high quality development including a three bedroom family unit all with adequate amenities and overall provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.17 The main properties that would be affected by the proposed development are No's.35 and 39 Smitham Downs Road, 2B The Horseshoe and dwellings on the opposite side of the road.



Fig 5: Ground floor plan highlighting the relationship with the adjoining occupiers.

35 Smitham Downs Road

- 8.18 This detached dwelling is located to the south east of the site. It has a detached double garage adjacent to the boundary with No.37, the dwelling being located approximately 8.5 meters from the boundary. Whilst the application site is located on a higher ground level, given the gap between the buildings, the proposed development does not encroach over a 45 degree angle from the rear windows of No.35 either horizontally or vertically. The side openings in No.35 appear to be a door at ground floor level and a hallway at first floor level. The proposed built form will not encroach over a 45 degree angle from these openings. Given the gap between the buildings, the proposal will not be unduly overbearing or cause any loss of outlook. The orientation of built form

ensures the proposal will not cause any harmful loss of light. The proposed side facing windows at ground floor level will not cause any loss of privacy and the proposed upper level windows are high level and therefore would not afford any overlooking. The rear facing balconies are recessed and afford no overlooking sideways into No.35. The impact on this property is acceptable.

39 Smitham Downs Road

- 8.19 This property is attached to the existing dwelling. The alterations to the existing building include a small single storey extension of 0.7m in depth to the rear over the existing single storey element, and a roof extension and dormer addition to the rear. The rear first floor extension is very narrow and as such will not affect light or outlook to No.39. As originally submitted the plans showed this to be recessed balcony, however given the proximity to the boundary this balcony has been removed and Juliette windows proposed instead. This impact is therefore no greater than the existing arrangement at the rear. The proposed rear dormer and gable addition to the rear have no impact on light or outlook. The gable has been altered to provide a recessed balcony and this element affords no greater overlooking than the current situation.
- 8.20 It is noted that the proposal has mostly been designed so that bedrooms abut the shared wall between the new units and No.39, however Unit 3 has a main living space adjacent to the wall. The plans show that acoustic measures will be undertaken to the party wall and the Design and access Statement outlines that these measures would better current building regulations. Full details will be required and secured by condition.
- 8.21 The new building would be located almost 11 meters from the boundary with No.39 and for this reason would cause no loss of overlook or light. The upper level windows in side elevation would be high level and as such would afford no overlooking.
- 8.22 The occupier of No.39 has raised concern to the position of the refuse store being located in close proximity to the shared boundary at the front of the site. The applicant has amended the plans to increase the gap between the refuse store and the boundary and to provide a greater landscape buffer which will visually screen the structure.
- 8.23 Overall, the amended plans will not harm the amenities of the adjoining property 39 Smitham Downs Road.

2A The Horseshoe

- 8.24 This residential property is located to the rear of the application site, its rear garden directly backing onto the site. There is mature vegetation along the rear boundary of the site which is shown to be retained on the proposed plans. The existing dwelling is 16m from the rear side boundary and therefore given the existing situation and the gap between the buildings, the alterations to the existing building will not have any additional impact on the amenities of No.2A.
- 8.25 The new building is located 11.5m from the rear boundary of the site. The windows in the rear elevation are located so that they do not create any direct overlooking to the first 10m of the garden of No.2A (closest to the house). This coupled with the existing planting is significant enough to ensure the proposal does not cause any significantly harmful impact to No.2A in terms of loss of privacy. Retention and enhancement of

planting can be secured by condition. The gap between the properties ensures the proposal will not cause any loss of light or be unduly overbearing.

Dwellings on the opposite side of Smitham Downs Road

8.26 No's.44 and 46 Smitham Downs Road are located on the opposite side of the road. Their front elevations are separated by the proposal by over 30 meters. As such the proposal would not cause any harmful loss of light, outlook or privacy.

Access and Parking

8.27 The site has a PTAL rating of 2 which means that it has poor access to public transport links. The site is located approximately 1.4km from Coulsdon town centre and railway station, 1.3km from Reedham railway station and there is a bus stop 70 meters from the site.

8.28 The existing vehicular access would be used and 5 off-street parking spaces would be provided to the front of the site. A parking stress survey has been undertaken using the Lambeth Methodology which indicates that there is an average parking stress within 200 meters of the site of 19%. Car parking demand on the site has been estimated using 2011 Census data which concludes that the proposed development will generate a demand of 6.12 spaces. In this instance there are 5 spaces being provided which would result in an overspill of 1.12 spaces. There is therefore sufficient on street parking spaces to accommodate any overspill.

8.29 Concern has been raised by local residents with regard to the safety of additional vehicles parked on Smitham Downs Road which is a bus route with numerous junctions in close proximity to the site. Parking on Smitham Downs Road is currently unrestricted and the number of extra vehicles that would park on the highway is very few. The parking stress survey demonstrates that there is plenty of scope to park on other nearby roads which do not have these same characteristics.

8.30 Local Plan Policy DM30 states that 20% of parking bays should have electric vehicle charging points, with future provision available for the other bays. The plans show that one space would be an active charging point and the remaining 4 passive charging points. Details and provision of the EVCP will be conditioned.

8.31 A cycle storage area would be provided in the garden. 17 cycle parking spaces would need to be provided in line with London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units). The plans show the scale and appearance of the proposed cycle store and the agent has confirmed that the cycles will be double stacked. Full details of the proposed storage method will be secured by condition.

8.32 Refuse storage is shown to the front of the site. Its position has been amended to increase the distance from the boundary with the adjacent property. The bin store as originally shown was too large for the number of units and unnecessarily tall. As such its scale has been reduced to meet the necessary requirements. This has improved its appearance and enabled greater soft landscaping to be provided to screen the structure. The store is located adjacent to the highway which is convenient and suitable for refuse collectors.

8.33 The vehicular access to the site would be as existing and visibility splays are shown on the plans. A swept path analysis has been carried out showing that there is safe entry and exit for proposed vehicles from the proposed development.

8.34 A Construction Management Plan (CMP) has been submitted detailing hours of construction, deliveries and site access arrangements. The Highways Team have found the details acceptable and the submitted information can be secured by condition.

Environment and sustainability

8.35 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

8.36 The site is located within an area some risk of surface water flooding and limited risk of groundwater flooding. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). A Flood Risk Assessment (FRA) incorporating a SuDS Strategy has been submitted as part of the application. The report outlines that soakaway and infiltration techniques would be suitable at the site to deal with surface water runoff and the use of a combination of soakaways, water butts and porous surfaces. It can be concluded that using the proposed measures the development would not increase flood risk elsewhere. A condition requiring further testing and detailing site specific measures would be imposed on any planning permission.

Trees and landscaping

8.37 The site is not covered by any Tree Preservation Orders. There are a number of small/medium sized trees on the site that provide good screening between properties. A tree survey, arboricultural method statement and tree protection plan has been submitted as part of the application. The proposed redevelopment will not result in the removal of any significant trees and retains as many of the trees as possible including those to the site frontage and rear boundary. The measures shown on the Tree Protection Plan shall be secured by condition.

8.38 The proposed site plan shows that additional planting is proposed to enhance the appearance of the site. Full details of hard and soft landscaping including boundary treatment will be secured by condition.

8.39 Ecology – The majority of the existing trees are to be retained. There is no reason to believe that any protected species would be harmed by the proposed development however an informative would be included on any decision making the applicant aware that it is an offence to harm protected species or their habitat and in the event that protected species are found on site the applicant should refer to Natural England standing advice.

Other matters

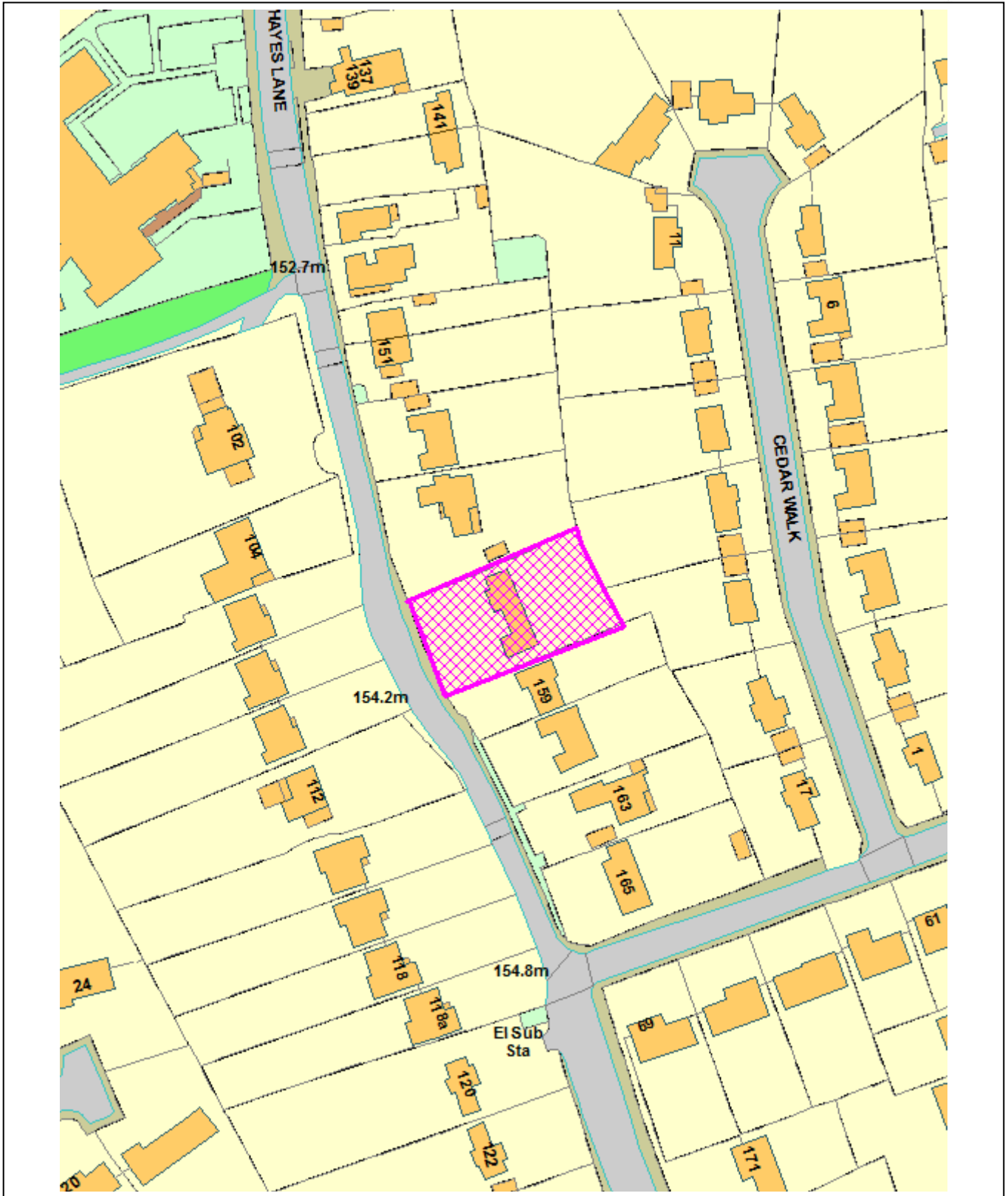
8.40 Representations have raised concerns that there is already lack of local services in the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

8.41 The principle of development is considered acceptable within this area. The development has been designed to ensure its appearance respects the character of

the surrounding area and that there is no harmful impact on the adjacent properties. The impact on the highway network is acceptable. Thus the proposal is considered to be accordance with the relevant polices.

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



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PLANNING COMMITTEE AGENDA

PART 6: Planning Applications for Decision

Item 6.6

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/06006/FUL
Location: 157 Hayes Lane, Kenley CR8 5HP
Ward: Kenley
Description: Demolition of existing property and erection of two/three storey building comprising 7 flats with creation of vehicular crossover, parking area, refuse and cycle store and landscaping
Drawing Nos: 2018.168.01, 2018.168.03 B, 2018.168.04 B, 2018.168.05 A, 2018.168.06 B, 2018.168.07 A, 2018.168.08 A, 2018.168.09 A, 2018.168.10 A, 2018.168.11 B, 2018.168.12, 2018.168.13 A, Front CGI, Rear CGI, Flood Risk Assessment, Daylight and Sunlight Report, Tree Survey, Tree Survey Schedule, Parking Survey.
Applicant: Dipen Patel
Agent: Patrick Stroud
Case Officer: Henrietta Ansah

	studio	1 bed	2 bed	3 bed	4 bed
Existing houses					1
Proposed Flats	0	2	3	2	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
7	17

- 1.1 This application is being reported to committee because the ward councillor (Councillor Jan Buttinger) has made representations in accordance with the Committee Consideration Criteria and requested committee consideration and representations, including a petition, above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

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

Conditions

1. Development to be carried out in accordance with the approved drawings
2. Materials to be submitted
3. Details of Refuse/Cycles/Boundary/EVCP
4. Details of hard and soft landscaping including playspace
5. Construction Logistics Plan to be submitted

6. Car parking provided as specified
7. 19% reduction in carbon emission over the 2013 Building Regulations
8. Water consumption target of 110 litres per head per day
9. Permeable forecourt material to be used
10. Trees - Accordance with the Arboricultural Report
11. Tree - Protection for trees to be retained
12. Inclusive access ground floor
13. Visibility Splays; reinstatement of dropped crossings
14. In accordance with details of FRA
15. Time limit of 3 years
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

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

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

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing bungalow
- Erection of a two-three storey building with accommodation in the roofspace
- Provision of 7 flats comprising 2 x one bedroom, 3 x two bedroom and 2 x three bedroom
- Provision of private and communal amenity spaces and children's' play space.
- Provision of 7 off-street car parking spaces
- Provision associated refuse/cycle stores at the front and rear of the site.
- Reduction in ground level by approximately 0.4m

3.2 As part of the application the applicant has submitted amended plans. None of the amendments require a re-consultation. The changes are detailed below:

- Alterations to amenity space provision
- Alterations to bin and bike store
- Minor internal layout changes
- Inclusion of two replacement beech trees
- Change in the ground floor internal layout to provide a wheelchair accessible 3 bedroom 4 persons unit

Site and Surroundings

3.3 The site comprises a rectangular plot with a detached bungalow, substantially set back from the highway, located on the east side of Hayes Lane. Amenity space is located to the rear and parking at the front of the site. Two vehicular access points at the front of the site provide an 'in and out' access. The front of the site is laid in a

mixture of hard and soft landscaping. Shrubs partially screen the front of the site. The site slopes from the highway to the front of the property.

- 3.4 The surrounding area is residential in character comprising substantial single storey and two-storey detached properties with large gardens.
- 3.5 The site has a Public Transport Accessibility Level of 0, which is identified as being 'very poor' in accordance with maps produced by TFL.
- 3.6 The site lies within an Archaeological Priority Area and a Critical Drainage Area for Surface Water Flooding.



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



Figure 2: Front of existing bungalow

Planning History

3.7 There is no previous planning history for the site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

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

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received are as follows:

No of individual responses: 139 Objecting: 139 Supporting: 0 Comment:0

Petitions: 0

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

Objections

Summary of objections	Response
<i>Residential Amenity Considerations</i>	
Impact on residential amenity of adjoining occupiers – loss of privacy and light, noise and disturbance.	In view of the separation distances afforded and rear projections, and design of the property officers are satisfied that the scheme would not lead to an acceptable loss of amenity to the adjoining occupiers. Privacy would be protected through use of obscure glazing and high level windows.
<i>Access and Parking</i>	
Traffic congestion/Impact on highway safety/ Inadequate parking provision	Whilst the site has a PTAL of 0 given the unit mix, London Plan maximum standards and recent car survey census in the area, the parking provision is adequate. Cars would be able to manoeuvre on site and exit safely in forward gear. Details of visibility splays and sight lines are achievable and have been conditioned. The parking survey has been undertaken and parking stress in the area is low.
<i>Design and Scale of Development/Overdevelopment of the site</i>	
Character of the area and design	The design of the property is traditional to respect the character of the surrounding area. Details of materials will be conditioned.
Flats are not in keeping with the area	The current bungalow represents an under-utilisation of this relatively substantial site and there is variety of built forms in the area.
Overdevelopment	The site is considered to be of a sufficient size to accommodate the quantum of development proposed and the building sits comfortably in its

Security	<p>context, providing acceptable levels of parking, internal layouts and amenity space in accordance with policy requirements. It is not considered the proposal would constitute overdevelopment.</p> <p>The development appears includes natural surveillance and active frontages on the front and rear elevations .</p>
<i>Environmental Considerations</i>	
Noise, dust and disturbance from construction works	This will be controlled and managed through a construction logistics/management plan.
Waste	Sufficient waste storage have been provided, in any case this can be controlled by condition.
<i>Ecology</i>	
The site is home to badgers	There is no evidence on site that the site has protected species. In any case an informative has been imposed requesting the applicant to adhere to the Wildlife Act.

6.3 Cllr Jan Buttinger referred the application to Planning Committee and objected:

- Proximity to primary school
- Narrow footway on one side of the pavement
- Highway safety concerns
- Overdevelopment
- Loss of light to 155 and 159
- Loss of green space /beech trees/hedges and semi-rural nature
- PTAL rating of 0 – no public transport and inadequate parking spaces inadequate turning space for vehicles to manoeuvre safely.

6.4 Cllr Steve O'Connell objecting:

- Overdevelopment
- Out of character
- Parking issues
- Visual intrusion

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

7.4 Consolidated London Plan 2015

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

7.5 Croydon Local Plan 2018

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

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of Development

8.2 The Croydon Local Plan 2018 identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt. Kenley has been identified as an area of sustainable growth of the suburbs by infilling with dispersed integration of new homes respecting the existing residential character and local distinctiveness.

8.3 There is a requirement that there should not be a net loss of 3 bedroom houses or the loss of homes smaller than 130m² and that 30% of units provided should be family units (including 2 bedroom 4 person units). The applicant site currently accommodates a 2 bedroom property with a GIA of 72m², and would thus be protected as a smaller home.

8.4 The proposed development includes 2 x three bedroom properties and 3 x two bedroom four person properties, which would in total provide 71% family accommodation, well in excess of minimum requirements and each of these units would constitute a small home (with a floor area below 130m²). As such, the proposal is considered to adequately provide family accommodation.

8.5 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 0 and as such, the London Plan indicates that the density levels ranges of 150–200 hr/ha habitable rooms per hectare (hr/ha); the proposal would be marginally in excess of this range (214 hr/ha). However, the London Plan density matrix is a guide and cannot be used as a prescriptive measure. Furthermore, the London Plan provides sufficient flexibility for higher density schemes to be supported.

8.6 Given the residential nature of the surrounding area, the principle of the redevelopment for a residential property can be supported. The development would provide additional residential units including family homes in an established residential area. There is no in principle objection to the proposal.

Townscape and Visual Impact

- 8.7 The application site is a large plot of land which is currently underutilised by a single storey two-bedroom bungalow. Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a part two/part three storey building with accommodation in the roofspace. The two-storey element has been proposed to reduce the potential impact on the adjoining occupiers at No. 159 Hayes Lane.
- 8.8 The ground floor level would be lowered by approximately 0.37m. The ridge height of the property would extend 3.8 metres above the existing property, totalling 8.9 metres from ground level to the top of the ridge. The overall scale of the property has been reduced by lowering the ground level and the introduction of low eaves; the provision of a cat slide roof nearest to No. 159 Hayes Lane. The overall ridge height is marginally higher than the neighbouring two-storey property, No. 159 and a roof style is proposed which has responded to site specific circumstances and the character of the area.
- 8.9 The rear projection maximises the sites potential whilst respecting the overall pattern and layout of development in the area.
- 8.10 The proposed building would be in keeping with the surrounding area by way of the asymmetric design represented by the cat-slide feature, projecting front gable and detailing. The gable element is proposed nearest to the bungalow and the existing space adjacent to it to ensure that this element does not appear overly dominant and is appropriate in the streetscene. The material palette will include mainly brick, vertical tiling and plain roof tiles, again in keeping with the traditional character of the area. Overall, the design of the property respects the vernacular of the surrounding properties and is in keeping with the character of the area.



Figure 3: Front Elevation



Figure 4: A perspective image of proposed development within the streetscene



Figure 5: Rear elevation

Housing Quality for Future Occupiers

- 8.12 Each of the units within the proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards, in terms of the overall floor area and the size of individual rooms. In terms of layout the proposed units are considered acceptable to the amenities of any future occupiers providing high quality living accommodation which is significantly above the minimum housing standards.
- 8.13 All of the units would be dual aspect and have suitable ventilation and natural day and sunlight. The habitable rooms all face to the rear and front of the site providing a high standard of outlook.
- 8.14 The London Housing Supplementary Planning Guidance (SPG) sets out that a minimum of 5 square metres of external amenity space be provided for a 1-2

person dwelling, with 1 additional square metres for every additional occupant. All of the units will have private amenity areas. It is noted that unit 6 on the 1st floor would have a balcony area of 6 square metres, which would fall 1 square metre short of the minimum requirement; and unit 4 will have a balcony area access through the sole bedroom. However given the constraints of the site in terms of protecting the amenities of the neighbouring properties and ensuring the design reflects the character of the area; the private amenity provision is considered adequate.

- 8.15 Moreover, one of the three bedroom units would be located on the ground floor with access to a private amenity area measuring 84 square metres in excess of minimum standards. The second three bedroom unit would be located within the second floor, however it would benefit from two balcony areas collectively measuring 12 square metres, again in excess of minimum standards.
- 8.16 Plot 1, on the ground floor would have amenity space to the front, which would be separated from the car parking area and refuse store and adequately screened by hedging, which would provide a privacy and acoustic barrier. This area would provide private amenity space whilst ensuring the front would be well maintained in the future. In addition, high quality communal amenity space provision of approximately 240 square metres is provided in the rear garden. 37 square metres of play space has also been provided within the communal garden area, which is in excess of policy requirements of 13.4 square metres.



Figure 7: CGI of communal garden and play area.

- 8.17 A through route will be provided to allow all occupants direct access into the rear communal amenity space.
- 8.18 Level access is provided at the front and rear of the site. A three bedroom 4 persons unit on the ground floor would be M4(3) compliant providing a wheelchair accessible unit. The 2 remaining units on the ground floor will be M4(2) (accessible and adaptable dwellings) compliant. In order for the remaining 4 flats to be M4(2) compliant, a lift would be required, however given the limited nature of the

development, the provision of a lift to the upper floors would not enable the scheme to be deliverable. The Mayors Housing SPG permits an element of flexibility on M4(2) and M4 (3) provision on sites of four stories or less to ensure that sites are deliverable. Taking into account the site constraints, on balance that this is considered acceptable.

- 8.19 The development is considered to result in a high quality development including a provision of 71% family units all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.20 The properties that have the potential to be most affected by the proposed development are the adjoining properties 155 and 159 Hayes Lane. No 155 is a single storey bungalow. The proposed development would be set away 1.65 metres from the shared side boundary, and 10.5 metres away from the side flank wall of No. 155. As the property is single storey in nature, there are no first floor windows. The side flank wall of No. 155 has a secondary habitable room window, which is partially screened by the existing garage and boundary treatment. As this is a secondary side facing window the level of protection offered to it is lower and it should be noted that the proposal would be two-storeys in height (plus roof) at this point – which is a typical massing for a suburban residential area. Moreso, due to the separation distances afforded, it would not be unduly affected by the proposed development. In addition, the development would not breach the 45-degree line of sight from rear habitable room windows, again due to the separation distances afforded.
- 8.21 No 159 is a two storey property and the proposed development would be sited 3.2 metres away from the shared side boundary at its closed extent; and 4 metres to the side flank wall. It has fenestration on the side elevation facing the proposed development comprising 3 windows and 1 door. On the ground floor is a kitchen window and an adjoining frosted side entrance door. At first floor is a frosted bathroom window and a bedroom window.



Figure 6: Photograph of the side elevation of No. 159 Hayes Lane

- 8.23 The proposed flank wall would extend 3.25 metres high nearest to the boundary with No. 159 side flank wall. Above, the pitched roof would be angled away from No. 159's side flank wall. As a result of this the eaves would be level with the side facing bedroom window, allowing access to light and outlook above. The eaves would be lower than the neighbour's eaves and the ridgeline a similar height. Therefore, whilst there would be some impact on this bedroom window, the design has responded to its presence and minimised the impact in a manner which is considered acceptable.
- 8.24 The applicant has undertaken daylight and sunlight survey of the neighbouring affected windows development, at No. 155 and 159. To maintain good levels of daylight, the Vertical Sky Component (VSC) of a window needs to be 27% or greater. All of the windows serving habitable rooms passed the VSC test with the resulting figures being over 27% or no less than 0.80 of their original value, concluding that the proposed development satisfies the BRE requirements for daylight provision, and thus would not be unduly affected, by a loss of daylight or sunlight.

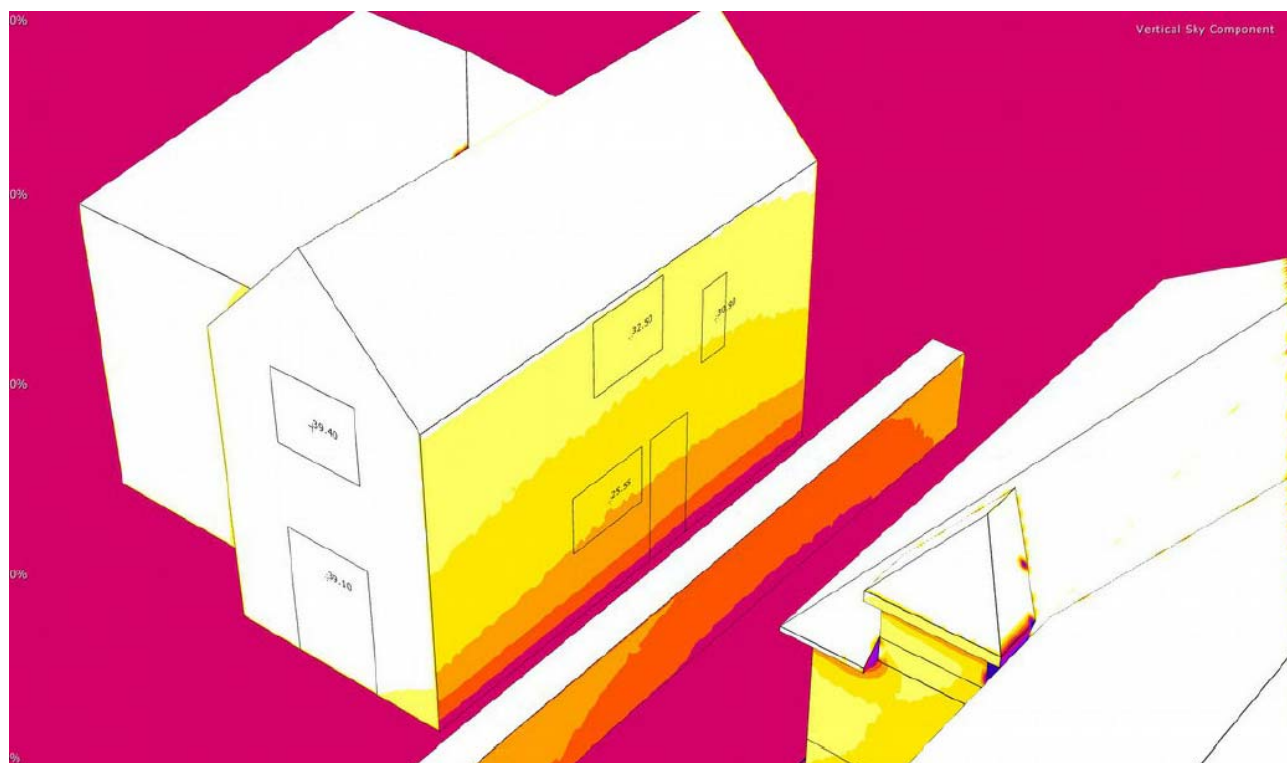


Figure 9: Image of relationship between proposed development and No. 159's side flank wall

- 8.25 The proposed development would extend circa 4.5 metres beyond the rear building lines of No. 159 rear building line. The 45-degree line of sight from No.159's nearest rear facing habitable room windows would not be breached, and thus these habitable rooms would not be unduly affected by the proposed development.
- 8.26 The windows proposed on the ground floor side elevations will be obscurely glazed and high level to prevent any loss of privacy or mutual overlooking. At first floor level, a single secondary high level side facing window serve a living room area.

- 8.27 The balcony and terrace areas will be well screened and inset and would not cause any overlooking. Screening will be duly conditioned.
- 8.28 The proposed rooflights are positioned at roof level and would not be directly facing. They would provide adequate light without any direct overlooking. Any views afforded would be oblique.
- 8.29 Given the design, layout and separation between the properties, boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.

Access and Parking

- 8.30 The site is located within a Public Transport Accessibility Level of 0, which is very poor.
- 8.31 The London Plan suggests that car parking standards for a residential development in this location should provide a maximum of 1.5 parking spaces for 3 bedroom units and less than 1 parking space for 1-2 bedroom units. Therefore the proposed units would be required to have a maximum standard of less than 1 parking space overall. It is important to note that these are maximum levels and policies seek to reduce car parking levels – thereby reducing private car trips and encouraging more sustainable modes of travel (including walking, cycling and use of public transport.
- 8.32 The 2011 UK Kenley Ward Census data confirms the car and van availability to households at 84%. If this is used as a proxy for car ownership the proposed development would require 6 no. parking spaces.
- 8.33 A parking survey has been undertaken in order to assess the existing parking stress in the area of the proposal within 200 metres walking distance of the site, including the area of the local primary school. The survey results show an existing spare capacity and a parking stress of approximately 27.5% in the vicinity.
- 8.34 The scheme provides 7 off-street parking spaces located at the front of the site, which would equate to 1 parking space per unit (including 1 disabled parking space). This is considered adequate, taking into account the PTAL, London Plan maximum parking levels. Should a small amount of additional parking occur off-site, the parking stress test results suggest there would be sufficient capacity, even when considering the cumulative impact of other schemes in the area.
- 8.35 The parking layout would ensure vehicles can access and exit in forward gear and would not compromise highway safety. Details of visibility splays, sight lines and boundary treatment will be conditioned.

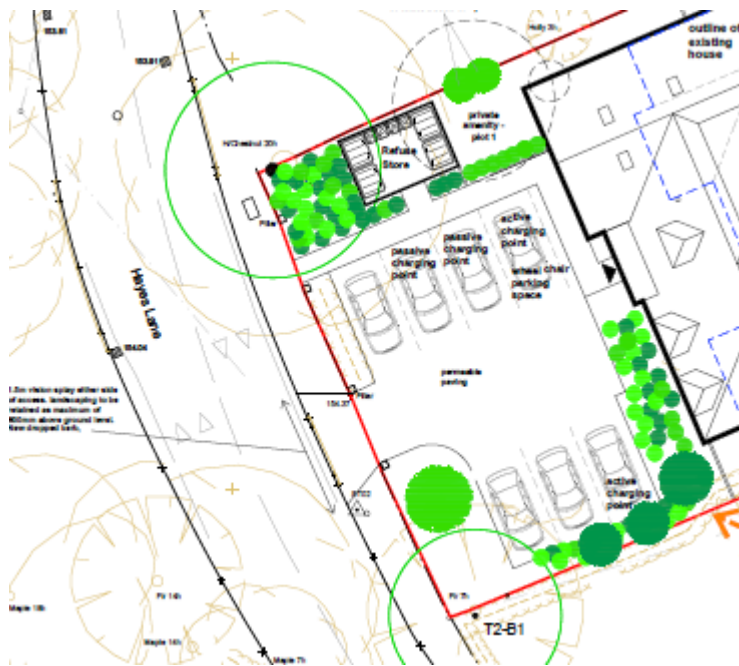


Figure 10: layout of car parking area

- 8.36 Given that there is existing hardstanding on the frontage used for parking the scheme would not be out of keeping with the surrounding location and some existing will be retained. Details of the permeable paving will be conditioned to ensure it is in keeping with the immediate area.
- 8.37 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition.
- 8.38 The capacity of the cycle storage facilities would comply with the London Plan (which would require 12 spaces) and would provide extra visitor spaces. The cycle store would be located in the rear garden with direct access through the main property. Considering a broadly level site, this is considered acceptable.
- 8.39 The bin store would be located at the front of the site. Although relatively large, the store has been lowered in height and would be fully screened by instant impact replacement trees and shrubs. A condition will be applied to ensure that adequate provision is made. The bin store would also be positioned away from habitable room windows to prevent poor outlook.
- 8.40 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Environment, Flooding and sustainability

- 8.41 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.42 The site is noted to be in a Critical Drainage Area at risk of flooding once in every 1000 years from surface water. The applicants have submitted a Flood Risk Assessment (FRA). To mitigate any residual risk of flooding, the FRA indicates that

Infiltration SuDS techniques will be employed and soakaways. These measures would again be conditioned accordingly.

8.43 Given the areas of hardstanding to be utilised as parking areas, permeable paving system is proposed. This has been duly conditioned.

Archaeological Priority Area

8.44 The site is located in a Tier 2 Archaeological Priority Area. English Heritage have confirmed that the size and scale of the proposed development is not large enough to cause significant harm to any potential archaeological remains in the area, as such it is concluded that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest, and therefore no further assessment or conditions are necessary.

Trees and landscaping

8.45 There are no trees on site subject to a tree preservation order. The existing site has a tree (T5-Goat Willow) on the front side boundary which will be removed to facilitate the development. The tree will be suitably replaced by two semi-mature beech trees. Given that this tree is not protected, its proximity to the existing dwelling and its moderate quality and amenity value, this is acceptable. The neighbouring Horse Chestnut which straddles the front side boundary will be protected during and after the construction.

8.46 Young trees, trees and shrubs in need of replacement and of low quality are also proposed to be removed. The majority of the frontage vegetation will be retained to provide screening and retain the character of the location.

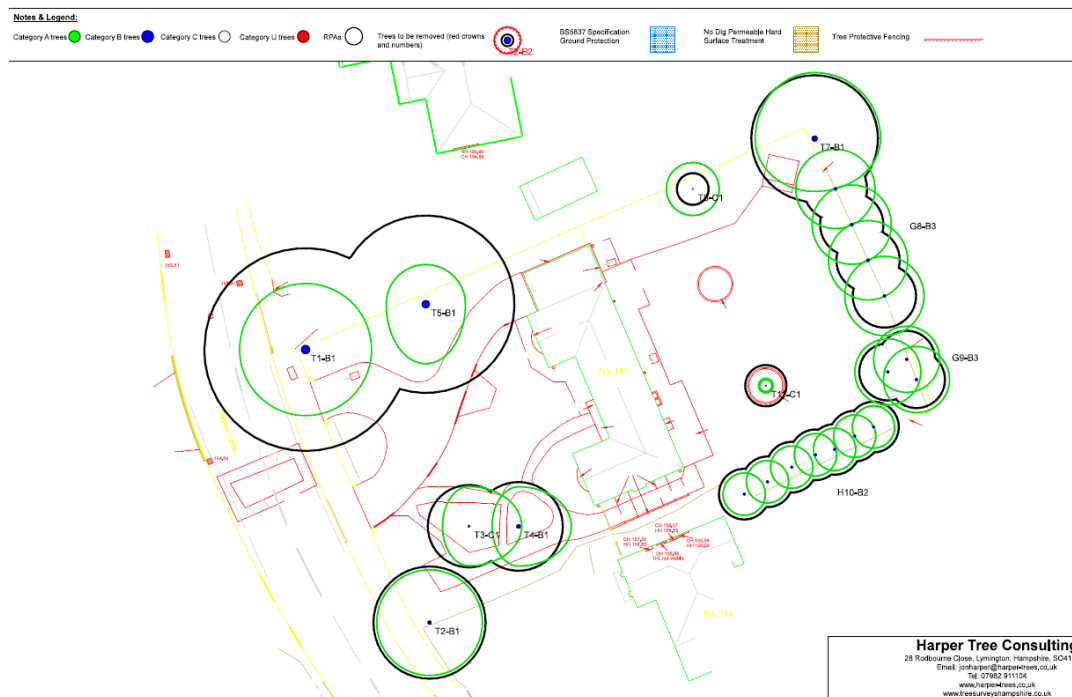


Figure 11: Tree Protection Plan

- 8.47 The retained trees (T1 and T2) will be protected through the use of a no dig zone. No boundary wall is proposed, allowing the soft and hard landscaping to provide a transition between the public and private realms. This also respects the 'open' character of the area.

Ecology

- 8.48 With regard to wildlife concerns raised, a site inspection was undertaken and there was no evidence of any protected species on site (no ponds, evident cracks and crevices in the roof, burrows, mounds or setts). Furthermore the site backs onto another residential property and is not adjacent to a woodland. Natural England's Standing Advice on when surveys for protected species are required has been applied and there are not considered to be a significant likelihood of protected species being located on the site. Notwithstanding the above, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

Conclusions

- 8.49 The principle of development is considered acceptable within this area. The proposal would result in the redevelopment of an existing site to provide a high quality homes. The development would be in keeping with the character of the area, and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.
- 8.50 All other relevant policies and considerations, including equalities, have been taken into account.

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PLANNING COMMITTEE AGENDA

PART 8: Other Planning Matters

1 INTRODUCTION

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

2 FURTHER INFORMATION

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

3 PUBLIC SPEAKING

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

4 BACKGROUND DOCUMENTS

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

5 RECOMMENDATION

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

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