

# Planning Sub-Committee Agenda



To: Councillor Muhammad Ali (Chair)  
Councillor Paul Scott (Vice-Chair)  
Councillors Toni Letts, Chris Clark, Joy Prince, Sherwan Chowdhury,  
Jason Perry, Scott Roche, Gareth Streeter and Ian Parker

A meeting of the **Planning Sub-Committee** which you are hereby summoned to attend, will be held on **Thursday, 29 August 2019** at **6.00 pm** in **Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS BAKER  
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[www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)  
Tuesday, 20 August 2019

Members of the public are welcome to attend this meeting.

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

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

[Democratic.Services@croydon.gov.uk](mailto:Democratic.Services@croydon.gov.uk) or phone the number above by 4pm on the Tuesday before the meeting.

N.B This meeting will be paperless. The agenda can be accessed online at [www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)

## **AGENDA – PART A**

**1. Apologies for absence**

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

**2. Minutes of the previous meeting (Pages 5 - 8)**

To approve the minutes of the meeting held on Thursday 15 August 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. Planning applications for decision (Pages 9 - 12)**

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

**5.1 17/06380/OUT Land Rear of 8A to 12A Reddown Road,  
Coulsdon, CR5 1AX (Pages 13 – 26)**

Outline application for erection of three storey building forming 5 residential units.

Ward: Coulsdon Town

Recommendation: Grant permission

**6. Exclusion of the Press & Public**

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

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

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## Planning Sub-Committee

Meeting of Planning Sub-Committee held on Thursday, 15 August 2019 at 6.01 pm in Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX

### MINUTES

**Present:** Councillor Paul Scott (Chair);  
Councillors Toni Letts, Joy Prince, Jason Perry and Gareth Streeter

**Apologies:** Councillor Muhammad Ali

### PART A

A66/19 **Minutes of the previous meeting**

**RESOLVED** that the minutes of the meeting held Thursday 1 August 2019 be signed as a correct record.

A67/19 **Disclosure of Interest**

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

A68/19 **Urgent Business (if any)**

There was none.

A69/19 **Planning applications for decision**

A70/19 **19/00385/FUL 2 Portnalls Road, Coulsdon, CR5 3DD**

The construction of a 4 bedroom and 5 bedroom dwelling with associated access, parking and landscaping with replacement garage to serve the host dwelling.

Ward: Coulsdon Town

The officers presented details of the planning application with no questions for clarification.

Mr Robert King spoke against the application.

Councillor Scott proposed a motion for **APPROVAL** of the application based on the officer's recommendation. There was an informative request for the tree condition to be more significant, providing a reasonable standard size to retrieve the garden in the area; and for the drainage condition to address the concerns raised. Councillor Letts seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 2 Portnails Road, Coulsdon, CR5 3DD.

A71/19 **19/00959/FUL 18 Grovelands Road, Purley, CR8 4LA**

Conversion of the existing dwelling to form 3 flats including a two-storey rear and a single storey side extension with internal alterations and associated car parking/landscaping.

Ward: Purley and Woodcote

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

With the Chair's discretion, Mrs Jacqueline MacKinnon spoke against the application.

Councillor Scott proposed a motion for **APPROVAL** of the application based on the officer's recommendation with the condition that the side corner windows have fully obscured glazed windows. There was an informative request regarding the Party Wall Act. Councillor Letts seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 18 Grovelands Road, Purley, CR8 4LA.

A72/19 **19/02278/HSE 10 Montague Avenue, South Croydon, CR2 9NH**

Demolition of garage and outbuildings; alterations and erection of single/two storey front/side/rear extensions to include porch and provision of parking space at front.

Ward: Sanderstead

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

Mr Tashaan Jain, Applicant's Agent spoke in support of the application.

Councillor Letts proposed a motion for **APPROVAL** of the application based on the officer's recommendation. Councillor Scott seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 10 Montague Avenue, South Croydon, CR2 9NH.

The meeting ended at 6.55 pm

**Signed:**

**Date:**

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## PLANNING SUB-COMMITTEE AGENDA

### PART 5: Planning Applications for Decision

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#### 1 INTRODUCTION

- 1.1 In this part of the agenda are reports on planning applications for determination by the Planning Committee.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 Any item that is on the agenda because it has been referred by a Ward Member, GLA Member, MP or Resident Association and none of the person(s)/organisation(s) or their representative(s) have registered their attendance at the Town Hall in accordance with the Council's Constitution (paragraph 3.8 of Part 4K – Planning and Planning Sub-Committee Procedure Rules) the item will be reverted to the Director of Planning 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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**PART 5: Planning Applications for Decision**

**Item 5.1**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 17/06380/OUT  
 Location: Land rear of 8A to 12A Reddown Road, Coulsdon, CR5 1AX  
 Ward: Coulsdon Town  
 Description: Outline application for erection of three storey building forming 5 residential units  
 Drawing Nos: 1, 2, 3, 8, 35, 44, 45, 46  
 Applicant: Mr Stehrenberger  
 Agent: Mr Stenrenberger  
 Case Officer: Samantha Dixon

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

*All units are proposed for private sale*

Number of car parking spaces	Number of cycle parking spaces
0	6

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

**2.0 RECOMMENDATION**

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

**Conditions**

- 1) Reserved matters for scale, appearance, layout, access and landscaping to be submitted for determination
- 2) Reserved matters application to be submitted within 3 years of the date of this permission
- 3) Construction Logistics Plan to be submitted and approved prior to the commencement of development (in dialogue with Network Rail)
- 4) Details of external materials to be submitted
- 5) Details of balcony screens to be submitted
- 6) First and second floor windows in southern side elevation to be obscurely glazed and non-opening below 1.7m.
- 7) Submission of Noise/Vibration Assessment to demonstrate acceptable standards for future occupiers to be submitted prior to development

- 8) Details of bin and cycle stores to be submitted and approved prior to commencement of development
- 9) Waste Management Strategy to be submitted and approved prior to commencement of development. To include specification that refuse should be collected outside of peak commuter hours and in agreement with Network Road.
- 10) Details of biodiversity enhancement measures to be submitted
- 11) 19% Carbon Dioxide reduction
- 12) Water usage limit of 110 litres per person per day
- 13) Flood risk information as specified by LLFA to be submitted prior to commencement of development
- 14) Contaminated Land assessment to be submitted prior to commencement of development
- 15) Commence the development within 2 years of the date of the final reserved matters approval
- 16) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

### **Informatives**

- 1) Community Infrastructure Levy
- 2) Network Rail requirements
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

- 3.1 The applicant seeks outline planning permission for the principle of a residential development for 1 x three bedroom and 4 x one bedroom flats with all matters reserved for approval.
- 3.2 The appearance, scale, layout, access and landscaping are all reserved matters to be approved at a later date.
- 3.3 To show how a development of 5 flats could be accommodated the applicant has presented an illustrative scheme. This suggests that the building would abut the northern site boundary and have an irregular shaped footprint with maximum width of 11.6m and depth of 12.3m. It would have three storeys with a flat roof. A three bedroom unit would be provided at ground floor level and above 4 x single occupancy units provided, two per floor. Each unit would have private amenity space to the rear and access to a shared community garden at the rear. There would be no parking provision for the flats. It is suggested that access would be from the Network Road footpath. Cycle parking provision would be located at the front of the site. It should be noted however that this is an indicative scheme only – the element for consideration is the principle of the proposed development.

### **Site and Surroundings**

- Triangular shaped backland site;
- Surrounding area is residential in character;
- Properties in the vicinity of the site on Reddown Road are relatively similar in character largely consisting of detached and semi-detached properties;
- There is a flatted scheme directly to the east at the Former Hadleigh Garage Site

- Coulsdon South Train Station is immediately to the north of the site, the railway line running directly to the north of the site;
- Public Transport Accessibility Level of 3;
- Site is subject to Surface Water Flood Risk 1 in 30 year flood events and within a Surface Water Critical Drainage Area.



Fig 1: Site location plan

## Planning History

3.5 No relevant planning history

## 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable
- The indicative plans demonstrate that the site can accommodate and provide adequate living environments of the future occupiers
- The development could be erected without harming the visual or residential amenities of the area.
- A car free scheme is acceptable in this location so close to the station
- Flooding has been adequately considered within mitigation proposed
- Future details can be adequately controlled via a reserved matters application

## **5.0 CONSULTATION RESPONSE**

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

### **Network Rail (Statutory Consultee)**

5.2 Network Rail have not raised an objection to the scheme.

5.3 They note that the footpath, which connects to Reddown Road and provides access to and from Coulsdon South Station, is owned by Network Rail. It provides a key access route to Coulsdon South Station and it is therefore crucial that the proposed development, both during and post construction, does not have an adverse impact on the safety and use of the public footpath. They requested if permission is granted they are consulted on future Reserved Matters applications and Construction Methodology / Management Plan (OFFICER COMMENT: this has been included within the conditions).

5.4 They raise a number of issues:

- Request the developer to contact the Asset Protection South East team.
- Stated a number of requirements during construction and after completion of works on site including the scheme must not encroach onto Network Rail land, must not over-sail or encroach upon the air-space of any Network Rail land
- State that no storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property.
- Require the development to ensure any future maintenance can be conducted solely on the applicant's land and that all/any building should be situated at least 2 metres from Network Rail's boundary.
- Any scaffold within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.
- (OFFICER COMMENT: all bullets above are proposed within an informative)

### **Environment Agency**

5.5 The Environment Agency object to the scheme relating to the risk of pollution to controlled waters. They state that the level of risk posed is unacceptable and the application fails to give adequate assurance that the risks of pollution are understood and that measures for dealing with them have been devised. The EA would expect some form of preliminary assessment at planning stage. (OFFICER COMMENT: Our Environmental Health Team recommend that this is a matter which can be dealt with by a condition attached to any permission granted).

5.6 They recommend the LLFA is also consulted on this application particularly with regards to surface water flooding.

**Lead Local Flood Authority**

5.7 LLFA are satisfied with the information submitted at this stage however recommend that should outline consent be granted, further evidence is required as part of the reserved matters application and/or prior to any construction.

**6.0 LOCAL REPRESENTATION**

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

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

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

Objection	Officer comment
Overdevelopment of the site	The submitted information demonstrates that 5 units could be accommodated, providing adequate amenity for future occupiers and without causing harm to the visual or residential amenities of the area.
Out of keeping with the area	Addressed in Sections 8.3 – 8.5 of this report.
Detrimental impact to the neighbouring residential occupiers	Addressed in Sections 8.6 – 8.9 of this report.
Access arrangements unacceptable	Addressed in Sections 8.15 of this report.
Increase flood risk	Addressed in Sections 8.18 – 8.19 of this report.
The FRA is outdated and misleading.	The LLFA have considered the submitted information and are satisfied with its contents.
No parking. Exacerbate existing parking/traffic issues on Reddown Road	Addressed in Sections 8.13 – 8.14 of this report.

Poor quality accommodation	Addressed in Sections 8.10 – 8.12 of this report.
Disruption during construction	Addressed in Section 8.16 of this report.
Loss of trees	There are no protected trees on the site. A number of trees have been felled however their removal did not require any consent from the local planning authority.
Sewerage systems unable to cope	Not a material planning consideration. Thames Water have a duty to provide and maintain a system of public sewers.

6.3 Ward Councillor Margaret Bird has objected to the application for the following reasons:

- This area is unsuitable for habitation - The site is cramped, on a flood area and beside the southbound platform to Coulsdon South station.
- The Bourne river tributary flows at the base of the railway embankment whenever there is heavy rainfall and floods that area at least every 5-7 years. This proposal will increase the flood risk elsewhere.
- The path accessing the site belongs to Network Rail and is not designated a public right of way. The pathway is heavily used by residents to access the station.
- The area has been prone to sewage overspill several times since the existing flats on Hadleigh Grove opposite were built and before.
- Being so close to the station the parking is acute in the area and cannot cope with anymore vehicles.
- These flats would not have any direct access to the road.
- Until recently the area was covered with trees which have now been felled exposing the existing residents to the railway noise.

## 7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

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

- Delivering a wide choice of high quality homes
- Promoting sustainable transport

- 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

- 3.5 - Quality and design of housing developments
- 3.8 - Housing choice
- 6.3 - Assessing effects of development on transport capacity
- 6.9 - Cycling
- 6.13 - Parking
- 7.2 - An inclusive environment
- 7.4 - Local Character
- 7.6 - Architecture

7.5 Croydon Local Plan 2018

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- DM2 – Residential Care and nursing homes
- 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
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

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

**8.0 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development
2. Impact on the character and appearance of the area
3. Impact on the residential amenities of adjacent properties
4. Quality of accommodation for future occupiers

5. Traffic and Highways
6. Impact on flood risk
7. 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 housing demand in the capital. 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.

### **Impact on the character and appearance of the area**

8.3 CLP Policy DM10.1 requires proposals to achieve a minimum of three storeys whilst respecting the scale, height, massing, density and appearance of the surrounding area. Section 2.13 of the Suburban Design Guide refers to developments on back land sites and notes that the height of backland development should generally be no greater than the predominant surrounding buildings.

8.4 The illustrative scheme that has been presented adequately demonstrates that a proposal of this size can fit on the site. Building types in the surrounding area are varied, comprising dwellings and flats of differing scale. The site has a lower ground level than the adjacent dwellings on Reddown Road and a three storey building would be lower in height than these buildings, the development therefore would not appear overly prominent or domineering. Whilst aspects of the illustrative scheme clearly need work and design evolution, this can be dealt with through the reserved matters process. 3D visuals have been provided to show how the external elevations could appear.





Figure 2 – Indicative levels and relationship with adjacent properties

8.5 The illustrative scheme is not for determination.

**Impact on the amenities of the adjacent properties**

8.6 The illustrative scheme demonstrates that a development could be constructed without harming the amenity of any adjacent residential property.



Figure 3 – Indicative site layout plan showing relationship with adjacent properties

8.7 The rear gardens of the dwellings on Reddown Road are 14m in length and some have outbuildings adjacent to the rear boundary. The illustrative building would be located 16m from the rear elevations of these buildings (the top storey set further away) and indicate dual-aspect flats with main windows facing east and west. Side windows would be high level and non-opening and this could be secured by condition. Balconies are proposed to the rear elevation of the building and the indicative plans show that privacy screens could be provided to prevent any overlooking of the dwellings to the south. As such a scheme could be developed that would cause no overlooking of the adjacent dwellings and would be a sufficient distance away to ensure it is not overbearing. The site is due north of these dwellings and therefore would cause no loss of light.

8.8 The flats in Balmoral House to the east of the site are visible from the public footpath. Given the existing situation in terms of privacy for the occupants of these units, it is not

considered that the proposed development would have any more of an impact. The building is shown to be over 13m from the rear part of Balmoral House and would therefore not appear unduly overbearing.

8.9 No other residential unit would be affected by the proposal.

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

8.10 Strategic Policy SP2.7 sets a target for 30% of all new homes to have three or more bedrooms. The application proposes a 3 bedroom unit at ground floor level to ensure the scheme contributes to the provision of family accommodation in the borough. The scheme also proposes 4 x one bedroom single occupancy units on the upper levels. The site has no access to off road parking and therefore the provision of one family unit located with the most access to amenity space and other units being more suited to smaller householders with lesser need for private vehicles for travel is suitable in this instance.

8.11 The illustrative scheme demonstrates that the five units could meet the required minimum Nationally Described Space Standards. Each unit would have policy compliant private amenity space to the rear. A shared private amenity space could be provided at the rear of the site, the plans showing an area at the rear of approximately 40sqm accessed to the side of the building. Policy DM10.4 requires 1.5sqm of children's play space to be provided which can be dealt with through the reserved matters process.

8.12 A condition requiring a Noise/Vibration Assessment to be submitted to ensure the future occupiers are not harmed by the proximity to the railway line would be attached if planning permission were granted.

### **Impact on parking, pedestrian and highway safety**

8.13 Given its location, there is no scope for the development to have off-road parking provision. The site falls within a PTAL 3 (moderate accessibility to public transport) however is located immediately adjacent to Coulsdon South railway station, within 3 minute walk of 4 bus routes and is approximately 500m (6 minute walk) from Coulsdon Town Centre. Therefore the site is considered to have a sustainable location in close proximity to public transport and numerous services and facilities.

8.14 Policy SP8.3 refers to the need for development to be in sustainable locations and co-located with sustainable travel. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. It goes on to state that all developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit. The scheme comprises 1 x 3 bedroom unit (as required by policy) and 4 x 1 bedroom 1 person units. In this location, Census data 2011 indicates that the scheme could generate a demand for 3.2 vehicles. There is no possibility for vehicle parking at the site. The northern end of Reddown Road is heavily parked and is permit holders parking only between the hours of 11am and noon. The scheme proposes a high number of single occupancy units and the site is located immediately adjacent to the railway station and within close walking distance to the town centre. It is considered that the existing circumstances would deter future

occupiers from using a private vehicle and in this case it is acceptable for the development to have no parking provision.

- 8.15 The site would be accessed from the pedestrian footway that runs between Reddown Road and Coulsdon South Station which is owned by Network Rail. The footpath is lit with street lamps and is well used. It is very important that access to the footpath and safety is not affected during construction, use or servicing of the building. Network Rail have not raised any objection to the proposal however have requested that if permission is granted that they are consulted on future Reserved Matters applications and the Construction Methodology / Management Plan to demonstrate that the footpath would not be adversely affected. The access arrangement is clearly a matter that needs full and careful consideration in conjunction with Network Rail consultation and requirements. It may be that the development will need to be constructed with deliveries by hand only and outside of peak hours of use of the station (also ensuring that neighbouring occupiers are not adversely affected). Whilst this is a key issue for the scheme, the details of access are not a consideration of the current application; the applicant has demonstrated that the building could be accessed and serviced subject to detailed considerations, which form a reserved matter for future consideration.
- 8.16 Local representations have also queried the construction of the development given that it is not accessible by road. Whilst construction works are strictly not a material consideration, officers have acted on this representation and asked the developer to demonstrate ways the scheme could be accessed/constructed. The developer has commented that this could involve use of the Network Rail footpath or access through properties fronting Reddown Road. Any option would require the necessary consents from the landowner, a matter for the applicant to overcome, outside of the planning process. A condition is recommended for a construction logistics plan to be secured to ensure any inevitable disturbance is kept to a minimum.
- 8.16 The illustrative plan shows that cycle parking could be accommodated to the front of the building, six spaces would be required for the proposed number of bedrooms. Full details would be required as part of the reserved matters application.
- 8.17 The plan shows bin storage to the front of the site. Further details would be required to ensure the proposed space is adequate for the proposed use. The applicant has provided evidence from private waste collectors that demonstrates that the bins could be collected. In order to ensure collection would not affect use of the footpath, Network Rail would need to agree the arrangement (which is a private matter between the applicant and Network Rail). Any permission should be conditioned to ensure a Waste Management Strategy is submitted and approved in collaboration with Network Rail.

### **Impact on flood risk**

- 8.18 The application site is not within a Flood Zone as identified by the Environment Agency on flooding maps. However, it is identified that the site is subject to surface water flooding, with the most recent event being in 2014. Given the recent flooding history and the location of the site, which would increase the hardstanding in this area, a consideration over flooding must be given.
- 8.19 The applicant has submitted a Flood Risk Assessment and addendum which proposes surface water discharge via permeable paving, green roofs, below ground attenuation tank and water butts. The Lead Local Flood Authority are satisfied with the information

submitted at this stage however recommend that should outline consent be granted, further evidence is required as part of the reserved matters application and/or prior to any construction.

### **Other matters**

- 8.20 Objectors have commented that a number of trees have been felled on site and this was clear from the officer's site visit. There are no protected trees on the site and the removal of the trees did not require any consent from the local planning authority. Landscaping is not to be considered as part of this outline application and would be fully considered as part of the reserved matters application. Notwithstanding, the illustrative plans show the applicants intent to install a green roof and planting at roof top level which would help to green the site and can be designed to provide enhancements for biodiversity. Details of biodiversity enhancement measures can be secured by condition.
- 8.21 The site is located on former railway land and the Environment Agency have objected to the application as no ground contamination risk assessment for the site has been provided. Environmental Health note the Environment Agency concerns and recommend a contaminated land condition is attached to any permission granted.
- 8.21 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.

### **Conclusions**

- 8.23 The principle of development is considered acceptable within this area. The indicative drawings show that a 5 unit scheme could be designed to provide acceptable amenities for future occupiers without harming the visual or residential amenities of the area. Given the proximity to Coulsdon South railway station and the town centre it is appropriate for the development to have no parking provision. The proposal is considered to be accordance with the relevant policies.
- 8.24 All other relevant policies and considerations, including equalities, have been taken into account.