

PART 6: Planning Applications for Decision

Item 6.4

1 APPLICATION DETAILS

Ref: 17/06216/FUL
 Location: Coulsdon Community Centre (CCC), Barrie Close, Coulsdon CR5 3BE
 Ward: Coulsdon West
 Description: Demolition of existing community centre and erection of 33 residential units comprising 4X1 bedroom flats, 12x2 bedroom flats and 17x3 bedroom houses, together with provision of car parking, landscaping and other associated works.
 Drawing Nos: 1602_33-PTA-ZZ-XX-RP-A-01001 PL1; 1602_33-PTA-ZZ-00-MP-A-06001 PL1; 1602_33-PTA-ZZ-00-MP-A-06002 PL1; 1602_33-PTA-ZZ-00-MP-A-06003 PL1; 1602_33-PTA-ZZ-ZZ-ME-A-06010 PL1; 1602_33-PTA-ZZ-ZZ-MS-A-06020 PL1; 1602_33-PTA-ZZ-ZZ-MS-A-06021 PL1; 1602_33-PTA-ZZ-00-MP-A-07001 PL1; 1602_33-PTA-ZZ-01-MP-A-07002 PL1; 1602_33-PTA-ZZ-02-MP-A-07003 PL1; 1602_33-PTA-ZZ-03-MP-A-07004 PL1; 1602_33-PTA-ZZ-RF-MP-A-07005 PL1; 1602_33-PTA-H1-ZZ-MP-A-07010 PL1; 1602_33-PTA-H2-ZZ-MP-A-07011 PL1; 1602_33-PTA-VZ-ZZ-MP-A-07020 PL1; 1602_33-PTA-VZ-ZZ-MP-A-07021 PL1; 1602_33-PTA-VZ-ZZ-MP-A-07022 PL1; 1602_33-PTA-ZZ-ZZ-ME-A-08001 PL1; 1602_33-PTA-ZZ-ZZ-ME-A-08002 PL1; 1602_33-PTA-HA-ZZ-ME-A-08010 PL2; 1602_33-PTA-HB-ZZ-ME-A-08011 PL1; 1602_33-PTA-HC-ZZ-ME-A-08012 PL1; 1602_33-PTA-HD-ZZ-ME-A-08013 PL1; 1602_33-PTA-HE-ZZ-ME-A-08014 PL1; 1602_33-PTA-HF-ZZ-ME-A-08015 PL2; 1602_33-PTA-VZ-ZZ-ME-A-08030 PL1; 1602_33-PTA-ZZ-ZZ-MS-A-09001 PL1; 1602_33-PTA-ZZ-ZZ-MS-A-09002 PL1; 1602_33-PTA-HF-ZZ-MD-A-21001 PL1; 1602_33-PTA-HE-ZZ-MD-A-21002 PL1; 1602_33-PTA-VB-ZZ-MD-A-21003 PL1
 Applicant: Minal Goswami – Brick by Brick
 Agent: Jennifer Islip – Carter Jonas
 Case Officer: Robert Naylor

| | 1B 2P | 2B 3P | 2B 4P | 3B 5P | TOTAL | % |
|--------------|------------------|------------------|------------------|------------------|----------------------|--------------------------|
| AFFORDABLE | 2 (AR) 2 (SO) | 4 (AR) 4 (SO) | 2 (AR) 2 (SO) | 0 (AR) 0 (SO) | 8 8 | 24% 24% |
| PRIVATE | 0 | 0 | 0 | 17 | 17 | 52% |
| TOTAL | 4 | 8 | 4 | 17 | 33 | |
| FAMILY UNITS | 12% | 24% | 12% | 52% | | |

| Number of car parking spaces | Number of cycle parking spaces |
|---|---------------------------------------|
| 30 residential car parking spaces including 4 disabled bays | 62 |

1.1 This application is being reported to Planning Committee because the Ward Councillor (Cllr Mario Creatura) made representations in accordance with the Committee Consideration Criteria and requested Planning Committee consideration. Furthermore,

objections above the threshold in the Committee Consideration Criteria have been received.

2 BACKGROUND

2.1 This scheme was presented to Planning Committee as part of the pre-application process (30th November 2017). The following comments were raised by the Committee:

- Releasing site for 33 houses supported
- Support for development design – interesting scheme
- Linear form of development – can be challenging
- Will the garages actually be utilised?
- Potential for car ports over garages
- Reasonable amount of parking proposed
- The importance of a balance between sufficient parking and houses and other community facilities which are desperately needed

2.2 The scheme was presented to the Place Review Panel (PRP) on 27th October 2017. Whilst PRP concluded that the scheme had the potential to provide much needed high quality residential accommodation, significant design development was required before it could gain PRP support, including potentially fundamentally revisiting the layout. The site has two key positive qualities – the steep, wooded railway embankment and the views across the Coulsdon valley. Its key challenges are its narrowness, particularly at the eastern end and the constraints associated with the railway embankment, namely overshadowing, drainage and usability of parts of the site.

2.3 The Panel had the following key observations/recommendations:

- Supports the proposal to build predominantly houses on the site of three-storeys
- Aspect and daylighting of the ground floor rooms should be improved.
- Space taken up with ground floor garages would be better used as habitable rooms that would have good views and would provide natural surveillance and take full advantage of the Southerly aspect.
- Approach to parking should be reconsidered in favour of creating the best possible homes and a well overlooked street.
- Proposed rear garden / external private amenity spaces require further design and definition to ensure that they will realistically be useable, not excessively over-shadowed and of a high quality.
- Taper of the site and the form and qualities of the railway embankment should inform the scheme layout, which may need to change along its length.
- At the eastern end of the site, the quantity and location of the space provided for vehicular access and parking/garage storage, unduly harms the quality of the residential accommodation and private amenity spaces.
- The terrace of housing should be broken up to break the monotony of the terrace, improve views, daylighting and the quality of light reaching the proposed rear gardens.
- Clarity is required on which trees are proposed to be felled.
- Construction constraints and permissions required from Network Rail to construct close-to and alter the railway embankment should be obtained as soon as possible and these constraints should influence the designs.
- The inclusion of affordable housing is strongly encouraged.

- The local heritage value of the existing buildings on site should be recorded including through a set of photographs.

3 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 3.1 The CCC is an important and well used community facility which will be relocated and re-provided at the former CALAT Centre (see Item 6.3 LBC Ref 17/06217/FUL) along with new and improved facilities to ensure the CCC continues and has potential for future expansion. Subject to delivery of the new facilities and occupation prior to demolition of the CCC building (to be secured through the future legal agreement) the release of the site for residential use is acceptable in principle.
- 3.2 The development would provide 48% affordable housing. A viability assessment has been submitted and independently verified to confirm that this is the maximum reasonable level of affordable housing which the development is able to provide. The tenure mix within the affordable housing would be 50% affordable rent to 50% intermediate housing which is also acceptable, in view of the overall level of provision.
- 3.3 In relation to heritage assets, the public benefits of the scheme would outweigh any significance or harm caused to non-designated heritage assets, albeit subject to the imposition of planning conditions.
- 3.4 The linear appearance of the scheme is the most appropriate design response and in terms of its bulk, height, layout and massing, would be acceptable.
- 3.5 The development would comply with residential standards and the living conditions provided for future residents would be acceptable.
- 3.6 The development proposes a mix of 1, 2 and 3 bedroom homes. 60% of units would be suitable sized as family occupation.
- 3.7 Subject to conditions the proposal is acceptable on neighbouring amenity.
- 3.8 The development would have a low risk of flooding from watercourses and the scheme has been designed so that it suitably mitigates surface water flooding – with planning conditions to provide and deliver detailed mitigation (including SUDs).
- 3.9 Any loss of trees would be mitigated through the provision of good quality replacements as part of the overall landscaping scheme.
- 3.10 The development would not have a detrimental impact on highway safety and any further car parking demand (especially visitors to the site) can be accommodated on the surrounding road network.
- 3.11 The scheme is acceptable in terms of sustainability and environmental impact
- 3.12 The sustainability aspects of the scheme are acceptable.

4 RECOMMENDATION

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

Conditions

- 1) Legal agreement to secure the following planning obligations:
 - a) No demolition of CCC until facilities provided on former CALAT site (LBC Ref 17/06217/FUL)
 - b) Delivery of affordable housing in advance of private housing
 - c) Provision of Travel Plan including monitoring
 - d) Local employment and training strategy
 - e) Car club spaces and membership
 - f) Restrictions on future residents obtaining parking permits
 - g) Air quality
 - h) Carbon offset payment
 - i) Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport
- 2) Development implemented in accordance with submitted drawings
- 3) Details of materials to be submitted and approved
- 4) Details of hard and soft landscaping
- 5) Submission of Arb Method Statement
- 6) Photographic survey for historic records - Internal and External
- 7) Retention and re-provision of the Gas Lamp
- 8) Accord with recommendations of Ecological Assessment
- 9) EA Condition - Piling
- 10) Details of Flood Risk Mitigation (including SUDs)
- 11) Water efficiency
- 12) Sustainable development 35% carbon reduction
- 13) Air Quality requirements to be submitted
- 14) Boilers/Energy/heating plant specifications
- 15) Details of Noise Assessment
- 16) Noise standard for living rooms and bedrooms
- 17) Noise from air handling units
- 18) Details of mechanical ventilation equipment
- 19) Submission of low emissions strategy
- 20) Contamination - Site investigation - soil, water & gases
- 21) Remove PD rights on houses
- 22) Garages retained for car parking
- 23) Light pollution - restriction
- 24) Details submitted for ECVP; Disabled bays; Cycle facilities; Refuse/Recycling; Sight lines;
- 25) Approval of sustainable travel strategy
- 26) Delivery and servicing management plan
- 27) Approval of Construction Logistics Plan
- 28) Development to commence within three years of the date of permission
- 29) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Requirement for Highway Licence and S.278 under the Highways Act

- 2) Code of Practice on Construction Sites – ‘Control of Pollution and Noise from Demolition and Construction Sites’ and ‘The Control of dust and emissions from construction and demolition’.
- 3) Network Rail informatives
- 4) Thames Water informatives
- 5) Any [other] informative(s) considered necessary by the Director of Planning

5 PROPOSAL AND LOCATION DETAILS

Proposal

5.1 The proposal is as follows:

- Demolition of the existing community building
- Erection of 33 residential units comprising two flatted developments of 4 x 1 bedroom flats and 12 x 2 bedroom flats, together with 17 x 3 bedroom houses
- Provision of 17 private sale and 16 affordable units
- 30 residential car parking spaces (including 4 disabled bays)
- Hard and soft landscaping works

Site and Surroundings

- 5.2 The application site is located on the eastern side of Barrie Close and is currently occupied by the CCC which is accessed via Barrie Close. The site is located to the rear of properties fronting Chipstead Valley Road to the south and is bounded by the railway line to the north.
- 5.3 The site has many mature trees, although none of these are protected through a Tree Preservation Order. However, they are well established and are of high amenity value. The PTAL rating of the site is 2 and Chipstead Valley Road is a local distributor road.
- 5.4 Whilst the site is not subject to any designations, its current use is as a community centre (which is well used and valued locally) and there is a requirement to re-provide this facility as part of the overall BxB tranche as explained in the Overview Report (Item 6.0) and later in this report.

Planning History

5.5 There is limited relevant planning history associated with this site as follows:

- 93/01732/P - Siting of container for storage purposes. Permission Granted: 17 November 1998
- 98/02320/P - Extension of existing carpark; re-location of existing gates and railings. Permission Granted: 4th November 1998

6 CONSULTATION RESPONSE

- 6.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 6.2 The following were consulted regarding the application:

6.3 **Network Rail:** No objection raised subject to informatives in respect to encroachment onto Network Rail land; Future maintenance; Drainage; Plant & Materials; Scaffolding; Piling; Fencing; Lighting; Noise and Vibration; and Vehicle Incursion.

[OFFICER COMMENT: these have been included as informatives]

6.4 **Environment Agency:** No objection to the proposed development subject to conditions in respect risks associated with contamination of the site; dealing with unexpected contamination that may be identified during development groundworks; a verification report in relation to a remediation strategy; restriction of infiltration of surface water drainage into the ground and on piling or any other foundation designs using penetrative methods.

[OFFICER COMMENT: these have been attached as conditions]

6.5 **East Surrey Badger Protection Society:** Recommends that a badger survey is carried out.

[OFFICER COMMENT: the applicant has supplied ecological surveys recommending that further surveys are undertaken. This has been secured by condition]

6.6 **Lead Local Flood Authority:** No objection subject to conditions.

[OFFICER COMMENT: These have been attached as a condition]

6.7 **Thames Water:** No objection subject to informative relating surface water drainage and connections to sewage.

[OFFICER COMMENT: these have been attached]

7 LOCAL REPRESENTATION

7.1 A total of 43 neighbouring properties were notified about the application and invited to comment. The application has been publicised by way of one or more site notices displayed in the vicinity of the application site. The application has also been publicised in the local press. 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: 187 Objecting: 167 Supporting: 17 Comment: 3

7.2 The following local groups/societies made representations:

- Chipstead Residents Association [objecting]
- Hooley Residents Association [objecting]
- Coulsdon Community Centre [supporting]
- Coulsdon West Residents Association [supporting]
- East Coulsdon Residents Association [supporting]
- Hartley & District Residents Association [supporting]

7.3 The following Councillor made representations:

- Councillor Mario Creatura [objecting]

7.4 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objections

- Adding to congestion
- Overdevelopment
- Loss of well used a cherished community facility
- Impact on local services especially schools
- Noise and disturbance
- Not enough parking - already heavily over parked area
- Impact on traffic
- Impact on the junction at A237 Lion Green Road and B2032 Chipstead Valley Road
- Overbearing impact
- Loss of privacy and overlooking
- Loss of light
- Out of keeping with the area
- Visually intrusive
- Too high, particularly the 4 storey element
- Land contamination
- Environmental impact in respect to removal of the trees
- Health and safety concerns
- Cramped development
- Concerns over railway embankment
- Impact on the wildlife
- Flooding and water drainage and sewage issues
- Impact on local shops

Supporting comments

- Will provide much needed affordable housing
- Appropriate development with a residential area
- Modernisation of the community facilities in a more accessible location
- Revitalising community facilities and Coulsdon as a whole
- Supporting the local economy
- Good accessibility

7.5 The following issues were raised in representations, but they are not material to the determination of the application:

- Right to light issue for neighbouring buildings
[OFFICER COMMENT: This is a civil matter and not a material planning consideration]
- Waste of taxpayers' money
[OFFICER COMMENT: The local planning authority is obliged to consider and determine all applications submitted.]

7.6 The following procedural issues were raised in representations, and are addressed below:

- No site notices
[OFFICER COMMENT: The application was advertised by direct neighbour notification, site notice and newspaper advert]
- Underhand tactic/submission date/lack of time to respond

[OFFICER COMMENT: The deadline for responses was extended by a further week given the submission at during the festive season]

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the proposed development
2. Housing (affordable, tenure & mix)
3. Townscape, design and heritage
4. Impact on adjoining occupiers
5. Quality of living environment provided for future residents
6. Transport, parking and highways
7. Impact on environmental conditions
8. Sustainability
9. Other planning matters

Principle of the Proposed Development

8.2 Policy DM20 of the Croydon Local Plan 2018 permits the loss of existing community facilities where it can be demonstrated that there is no need for the existing premises or land for a community use and that it no longer has the ability to serve the needs of the community. It further stated that the Council will permit the loss of existing community facilities where community facilities for a specific end user that meet current or future needs are provided.

8.3 The scheme to redevelop the existing CCC site for residential purposes is linked to the application at the former CALAT site (Item 6.3 - 17/06217/FUL) which seeks to re-provide the current facilities offered at the CCC in a newly refurbished and extended building, which also has the opportunity to provide a wider range of community uses. The applicant has demonstrated that the new facility at the former CALAT Centre will accommodate all the existing uses currently offered at CCC as well as capacity for further growth.

8.4 As such, given that the provision of the existing community use would be adequately provided elsewhere within Coulsdon District Centre, the principle of residential redevelopment would be acceptable. This re-provision would be secured through a future legal agreement and any future redevelopment of the current CCC facility will not be able to progress until such time as replacement facilities are provided.

Housing (Affordable Housing, Tenure and Mix)

8.5 The Croydon Local Plan 2018 Policy SP2.4 states that to deliver affordable housing on sites able to deliver ten or more dwellings, the Council will negotiate to achieve up to 50% affordable housing, subject to viability and seek a 60:40 ratio between affordable rented homes and intermediate (including starter homes). The policy goes on to say (Policy SP2.5) that the Council will require a minimum of 30% affordable housing on the same site as the proposed development or through other means (off site or via review mechanisms) if on site provision is not viable. Policy SP2.6 advises that the Council will only accepted commuted sums in lieu of affordable housing in exceptional circumstances

- 3.4 In terms of affordable housing, the scheme proposes 48% affordable housing (at a ratio of 50:50 affordable rented and shared ownership). Whilst it is acknowledged that the site does not achieve 50% and that the tenure split fails to comply with policy) with equal provision of affordable rent and shared ownership tenures, the scheme proposes affordable housing in excess of the policy minimum, with affordable housing and private sale housing being delivered on the same site. Similarly, in view of the overall level of affordable housing offered, officers consider the tenure mix to be acceptable, especially as a policy compliant tenure split would have been deliverable (with the 30% minimum requirement) and the 48% offer would deliver more affordable rented units (numerically) compared to a 30% level (delivered at 60-40) .
- 8.6 The viability has been assessed by an independent viability advisor who has indicated that the amount of affordable housing being proposed constitutes the maximum reasonable level as the scheme will need to assist in the funding for the off-site community uses (Item 6.3 and 6.4) planning obligation requirements which are generated by both the proposed development and also the Lion Green Road Car Park site.

Housing Mix

- 8.7 The Croydon Local Plan Policy DM1 requires the provision of homes designed with 3 or more bedrooms on sites of 10 or more, although within three years of the adoption of this plan and where a viability assessment demonstrates that larger homes would not be viable, an element may be substituted by two bedroom, four person homes.
- 8.8 Given the urban location (PTAL 2), the minimum percentage of family units would be 60% which would comply with policy. The scheme is currently providing 52% of the units as three bedroom homes, with a further 12% of the units as two bedroom, four person homes. Taken together, this would exceed the 60% policy requirement and should be welcomed
- 8.9 Whilst it is relevant that none of the 3 bed units would be incorporated into affordable tenures affordable units have 3 or more bedrooms, the applicant has confirmed that Coulsdon West Ward contains a greater than average percentage of larger three bedroom properties compared to the borough average and there is a significant need for smaller affordable units. This position is accepted by officers and should help deliver a more mixed and balanced community.

Townscape, Design and Heritage

- 8.10 Policy SP4 of the Croydon Local Plan requires development to be of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.
- 8.11 The site has two key qualities; the steep, wooded railway embankment and fine views across the Coulsdon Valley. The wooded railway embankment to the north of the site provides high quality visual amenity as well as an interesting environment for future residents including potential for natural play. The access-way to the south should help ensure that the maximum number of trees situated on the embankment are retained,

with the front elevations of the proposed dwellings benefiting from a south facing aspect.

- 8.12 The proposed houses in the centre of the site are proposed as three storeys (3 bedroom houses) with varying roof forms to create visual interest without adding to the bulk and mass. The blocks at either end of the linear site would form two villa style properties. The blocks would be identical and would extend to three storeys in height with accommodation in roof. This approach would help optimise the developable area for housing, whilst reducing the visual impact to the residents fronting onto Chipstead Valley Road. The western-most villa building should also provide a suitable marker at the end of the access route into the site.
- 8.13 The scheme would be acceptable in design terms, given that it optimises use of this back-land site. Positive steps have been taken (following the PRP) including affordable housing provision; reducing the potential monotony of the terrace and to provision of more natural surveillance of the street; variation across the row of house types; landscape design and public realm design and further consideration of the heritage value of existing buildings on site.
- 8.14 In terms of the scale, height and massing these are appropriate for the location, with the two villas bookending the site. The linear arrangement of unit types has been broken up to create variety and interest, providing more light to the rear of the site and for practical purposes such as to provide turning heads.
- 8.15 The development would be visible above rooftops and between buildings but should not overly dominate. The proposed pitched roof-form (a more contemporary approach to traditional roof-forms) would contribute positively to local character. Much of the success of the scheme in terms of the architectural expression is of a high standards and the use of materials, architectural detailing and shared surface design will be controlled through the use of planning conditions.
- 8.16 Given the linear nature of the site, the provision of an active street frontage with the presence of garage doors and set-back front doors has been challenging. A balance has needed to be struck between parking and the provision of family houses; parking is a locally sensitive issue and the provision of the garages to accommodate the off-street parking is accepted. The use of the garages can be conditioned to ensure they are not converted at a later date – to provide habitable accommodation.
- 8.17 The applicant has amended the scheme following pre-application, Planning Committee pre application presentation and receipt of PRP comments to increase levels of natural surveillance, which has led to significant improvements though the creation of more active frontages. The depth of porches has been reduced which helps to retain a degree of openness, serving as a buffer between the private home and public street.
- 8.18 Responding to land level changes and rear embankment (adjoining the Network Rail land) has also been challenging for the applicant. The landscaping report provides sections through the length of the site to show how the embankment can be designed behind the villa blocks and houses and how the future residents will have some usable space. Furthermore, the revised scheme incorporates usable south facing balconies. More detail is required which can be secured through a condition. On balance, this arrangement is the most acceptable solution given the linear and constrained nature of the site.

8.19 The landscape/public realm materials proposed are good quality and would need to fully conform to the Public Realm Design Guide; a condition is recommended.

Heritage

8.20 Policy SP4.12 of the Croydon Local Plan states the Council and its partners will respect and optimise opportunities to enhance Croydon's heritage assets, their setting and the historic landscape, through promotion of high quality development and public realm that respects the local character and is well integrated.

8.21 The applicant has undertaken a Historic Environment Desk-Based Assessment which concludes there would be no harm to designated heritage assets or their settings. The existing CCC building is of some local heritage significance which has been confirmed by the conservation officer.

8.22 Historic analysis of its significance suggests the building was constructed in 1935. The submitted information records World War II activity around the site and that the building was used for the war effort, with an air raid shelter built on site.

8.23 Given the potential historic interest identified and following comments made at PRP and the conservation officer, it is appropriate that a photographic survey of the internal and external details of the building should be undertaken. This would be secured through the use of a planning condition. The content of the report should be agreed through a WSI and lodged with Croydon Archive and LAARC.

8.24 The gas lamp on site is identified as of interest, so should be retained or reinstated as part of the scheme and can be conditioned.

Impact on Adjoining Residents

8.25 The Croydon Local Plan policy SP4 seeks to respect and enhance character to create sustainable communities and enhance social cohesion and well-being and ensures that the amenity of the occupiers of adjoining buildings are protected.

8.26 The properties that have the most potential to be affected are 1 and 3 Barrie Close; 194-250 Chipstead Valley Road and the properties to the rear of the site in St. Andrews Road (to the north of the railway embankment) .

Barrie Close

8.27 The main increase in bulk of the proposal experienced from these properties would be caused by the western-most villa building. There would be adequate separation (in excess of 18m) between the proposal and the majority of the properties in Barrie Close.

8.28 The closest property is 1 Barrie Close which is approximately 10m from the site. It is acknowledged that there are windows serving habitable rooms facing this property, and whilst there would be a degree of overlooking it is not uncommon in a suburban location and given that it is orientated towards the front of the property, the development should not unduly impact on the amenities of this neighbouring property.

8.29 Furthermore, there is a significant soft landscape boundary screening proposed between these properties, which will be the subject of planning conditions.

Chipstead Valley Road

8.30 There are several properties to the south of the site whose rear elevations and gardens adjoin the proposal. Generally the rear building line along Chipstead Valley Road is consistent and whilst these properties are located at a lower level than the site, the rear elevations are located in excess of 30 metres from the proposed buildings. The degree of separation is acceptable in this case and the development would be located some distance away from these properties with adequate screening which can be further strengthened as needs-be as part of a subsequent on-site landscaping plan (controlled through use of a planning condition).

8.31 Whilst it is acknowledged that the houses could overlook the rear gardens of these properties, this would not be sufficient to warrant a refusal of permission, particularly given that a small amount of overlooking is not uncommon in built up areas. Details of the landscaping plan are to be conditioned and this could ensure that there is adequately screening to further mitigate any potential overlooking or loss of privacy.

St Andrews Road

8.32 The separation is more than 50 metres and there is a significant landscaped boundary located and railway embankment between the application site and these properties. Given the topography of the site, the existing and retained trees and vegetation boundary and the separation between the properties, this relationship is acceptable.

Daylight/Sunlight

8.33 The applicant has undertaken a sunlight and daylight assessment to determine the potential impact on the surrounding area. The assessment concluded that in terms of Vertical Sky Component (VSC) 99.4% of the assessed windows would meet the BRE recommendations. There is only one window that does not meet the BRE guidance for VSC which has been identified as a window in the ground floor flank of 1 Barrie Close. However, its value (26.8%) is very close to the recommended 27% and therefore the impact to this window will be extremely minor. Officers are comfortable with these overall conclusions and are satisfied that the proposed development would not harm the residential amenities of adjoining occupiers.

Noise/Light/Disturbance

8.34 The scheme would result in a change of use from D1 community to C3 residential. As a consequence, a different pattern of use would be associated with the proposed development. 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. The Environment Health Team have raised no objection to the scheme subject to suitable conditions.

Quality of Living Environment For Future Residents

8.35 Policy SP2 of the Croydon Local Plan 2018 indicates that housing should cater for residents' changing needs over their lifetime and contribute to creating sustainable

communities. Individual units will be expected to meet the standards set out in the London Housing SPG.

- 8.36 All units would comply with the NDDS and would all have good outlook to the street and circulation space. Most of the houses would benefit from southern aspect to living rooms at first floor level and two outside private amenity spaces.
- 8.37 A daylighting assessment has been undertaken for the proposed units and has concluded that the development would receive adequate daylight levels according to the BRE guidance. All dwellings have an Average Daylight Factor of more than 2% in kitchens, more than 1.5% in living rooms and more than 1% in bedrooms. Furthermore, all rooms have a direct view of the sky in more than 80% of the room area and comply with the room depth criterion, as such all units and habitable rooms comply with the BRE guidance.
- 8.38 As regards noise generated by the adjacent rail line, officers are satisfied that sound insulation can be provided to mitigate impacts (prescriptive glazing and ventilation specifications). This would be secured by planning condition.
- 8.39 The scheme has been designed to ensure accessibility and inclusivity where the design allows in view of the sloping site. Four flats on the ground floor of each of the villa flat blocks would be wheelchair accessible M4 (3) and each would have a dedicated disabled car parking space. The houses would meet the accessibility requirements of M4 (2) but 24% of the dwellings only meet M4 (1). Whilst it is acknowledged this does not fully comply with the requirement of 90% M4 (2), overall provision is considered acceptable in view of the over-provision of full wheelchair accessible flats, the constrained linear nature and the desire to retain the visually important trees to the rear.

Transport, Parking and Highways

- 8.40 The Croydon Local Plan Policy SP8 sets out local requirements to promote sustainable travel and levels of parking. This will also be directed to those areas and District Centres with higher public transport accessibility. Improving connectivity assisted by improved way finding will also be important to enable a shift to more sustainable modes.
- 8.41 The site is located in an area (PTAL 2) considered to be poor. That said, it is within close walking proximity of bus service routes (50 metres to the south) serving bus routes 166, 434 and 866. The nearest national railway station is Woodmansterne (620m to the west) with Coulsdon South Station (950m to the southeast).
- 8.42 A total of 30 car parking spaces are provided on-site, including 4 disabled spaces as required by the London Plan. This allows for one parking space for each of the 3 bedroom units; one parking space for each of the 2 bedroom units (inclusive of one accessible parking space for each of the 2 bed accessible units) and one visitor parking space, while the 1 bed flats are proposed as car-free.

Parking

- 8.43 Strategic Transport have assessed the Transport Assessment (TA), which presents 2011 car ownership census for the area which confirmed average car owners per

dwelling at 1.2 per house. The majority of these were large family households, whilst the proposal includes two flatted blocks with 1 bed flats, designated as car-free.

- 8.44 Parking stress surveys were undertaken to understand on-street parking on nearby roads within 200m of the site, namely Vincent Road, Sherwood Road and Coniston Road. The survey results show that during the daytime a total 22 unrestricted parking spaces were available. Also, for a typical Saturday, a total of 24 unrestricted spaces were available for visitor parking demands associated with the proposed development if required.
- 8.45 The car parking provision is acceptable for the scale of development and residents of the development would be restricted from applying for a car parking permit, preventing them from parking within the Controlled Parking Zone.

Trip Generation

- 8.46 The TA has used TRICS 'all person' multi modal trip rates of comparable sites to estimate the peak am and pm trips for the proposed development which is acceptable to Strategic Transport.
- 8.47 Based on the trip rates of comparable sites the two-way AM person peak hour (0800-0900) generated trips for the 33 residential units was estimated at 17 trips; and for the PM peak hour (1700-1800) 18 trips.
- 8.48 Using the modal split for the comparable sites to determine the mode of travel for the proposed development, 53% of residents would be expected to use cars and vans for travel. During the AM peak 9 two-way movements and for the PM peak 10 two trips are estimated.
- 8.49 The number of peak hour trips that could be generated by the proposed development is insignificant and would be less than currently occurs from the CCC. Therefore, the existing highway and public transport networks can accommodate the level of trips predicted to be generated and so would not have any material traffic impacts on the surrounding road network.

Cycle Parking and Refuse Arrangements

- 8.50 Strategic Transport welcomes the provision of 62 secure cycle storage spaces in compliance with the London Plan. All cycle parking, for both the proposed homes and flats would be covered and included on the ground floor. Each house would feature cycle parking to the rear, with parking for the flats largely provided within dedicated cycle storage areas located adjacent to the dwelling entrances. Additional cycle parking for the flats is provided to the rear, with access gained from a side gate.
- 8.51 Refuse collections and deliveries would occur on-street with refuse vehicles able to enter and leave the site in forward gear, turning via the turning head at the eastern end of the site.

Construction Logistics

- 8.52 A Construction Management Plan is required. Whilst the TA proposes measures for the construction phase of the development, detailed requirements are unknown at this

time until contractors are appointed. The provision of a construction management plan can be secured through a condition.

Impact on Environmental Conditions

Trees

- 8.53 Policy DM28 of the Croydon Local Plan 2018 seeks to protect and enhance the woodlands, trees and hedgerows by not permitting development that results in the avoidable loss or the excessive pruning of preserved trees or retained trees where they contribute to the character of the area.
- 8.54 The site is adjoining the railway embankment to the north of the site which has many well established and mature species - of relatively high amenity value, although none of these are protected through a Tree Preservation Order. The applicant has submitted an Arb Impact Assessment which has indicated that the development would result in the loss of trees from the wooded belt along the northern boundary.
- 8.55 The scheme requires the removal of 14 individual trees and 4 groups. Of these 6 trees are of a moderate quality and value (B Grade). A further 11 trees are of a low quality and value (C Grade). There is a Hawthorn that has been graded as poor condition (U Grade) and should be removed regardless of the development.
- 8.56 These proposed works would have the greatest impact toward the eastern end of the site where the plot is at its narrowest. The Council's arborist has raised concerns in respect to the removal of these trees and the resultant loss of their amenity value. However, a comprehensive and significant landscaping scheme is proposed which provides adequate replacement specimens and new planting across the site.
- 8.57 Whilst the loss of a trees is regrettable, taking into account the context, the extent of new planting to be secured by condition and the imposition of a condition requiring the submission of Tree Protection Plan and Tree Management Strategy, combined with the need for delivery of housing (and a scheme that provides 48% affordable housing and a 60% mix of family units) the loss of the trees on balance, can be justified in this instance.

Ecology

- 8.58 The applicant submitted a Phase 1 ecology report and a further Phase 2 report. The reports concluded there was no direct evidence of roosting bats on any site buildings and were afforded negligible bat roost potential with the surround area having low bat roost potential. Nevertheless, it is recommended that external lighting spillage should be minimised during and post construction and replacement planting is recommended and should be bat friendly. This can be secured by condition.
- 8.59 Further recommendations include general precautionary mitigation measures for wildlife and the adoption of good construction/building/material storage practices. Clearance of all suitable nesting bird habitat (trees, shrubs, climbing ivy and the site buildings) must be completed outside of the nesting bird season (September to February inclusive). These can be secured by condition.

- 8.60 There was no evidence of use of the site by badgers, although a repeated pre-works badger survey and precautionary mitigation measures are recommended. A slow worm was found on site and a reptile mitigation strategy would need to be prepared and implemented prior to commencement. There was no evidence of Roman snails although a precautionary mitigation is recommended. These would be secured by condition.
- 8.61 Therefore, subject to conditions and associated mitigation, the impact on nature conservation is acceptable.

Air Quality

- 8.62 The applicant has submitted an Air Quality report which has been assessed by the Environmental Health officer and is acceptable. The whole of the London Borough of Croydon is an Air Quality Management Area and to encourage the use of electric/hybrid vehicles, the scheme would require the installation of an electric charge point. This can be secured by planning condition.
- 8.63 The air quality neutral assessment has indicated that the emissions from the development are well within the set benchmarks for both NO₂ and PM₁₀ and fugitive dust emissions that could be generated during construction could be managed appropriately using best practice mitigation measures and secured by condition
- 8.64 Considering the scale of the development proposed and the number of vehicle movements that it will generate, it is considered that the proposed development is unlikely to have a significant negative impact upon air quality.

Contamination

- 8.65 Policy DM23 of the Croydon Local Plan 2018 states the Council will promote high standards of development and construction to ensure that future development, would not be detrimental to the health, safety and amenity of users of the site or surrounding land.
- 8.66 The applicants have submitted a Phase 1 Desk Study which has been reviewed by the Councils Environmental Consultants. They have confirmed that there are potentially contaminative on-site and off-site land uses, identifying overall risk for the site is low to moderate. It is therefore recommended that an intrusive ground investigation be undertaken prior to commencement and any remedial measures required are completed prior to occupation. Subject to the imposition of a suitably worded condition along with the Environment Agency requirements, this is suitably safeguarded.

Flooding

- 8.67 The Croydon Local Plan states at Policy DM25 that the Council will seek to reduce flood risk and through steering development to lower risk of flooding and applying the sequential test to minimise the risk of flooding.
- 8.68 The site is located within Flood Zone 1 as designated by the EA (i.e. a low probability of flooding) and is situated within a Critical Drainage Area. The closest known watercourse to the site is the Merstham Bourne, an ordinary watercourse located

approximately 730m south east of the site. The site is not considered to be at a fluvial risk from the watercourse.

- 8.69 The applicants have submitted a Flood Risk Assessment and Drainage Strategy. The LLFA have raised no objection to the scheme subject to conditions being attached to any approval.
- 8.70 The EA have raised no objection to the scheme subject to the provision of suitable conditions that have been attached. Furthermore, Thames water also have no objection; their comments have been included as informatives.

Sustainability

- 8.71 Policy SP6 of the Croydon Local Plan seeks new developments to reduce energy and carbon dioxide and to incorporate sustainable design and construction methods.
- 8.72 New development should make the fullest contribution to minimising carbon dioxide emissions and should incorporate on site renewable energy generation. New dwellings need to achieve 'zero carbon' which sets a minimum level of CO2 reduction that must be achieved by on-site measures, with the remaining emissions then offset via 'Allowable Solutions' off-site. Where sites cannot achieve 'zero carbon' on its own it would help meet developers' CO2 reduction targets up to 2016.
- 8.73 An Energy and Sustainability Statement identifies that the scheme would achieve a 35% reduction against Building Regulations 2013 through the installation of solar PV. This is the minimum accepted on site.
- 8.74 Whilst zero carbon should be met on-site; where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, as has been confirmed in the submission, any shortfall must be provided off-site or through a cash in lieu contribution which could be secured through a legal agreement.
- 8.75 In addition to this the domestic water consumption target of 110 litre/person/day can be secured by condition.

Other matters

Impact on local services (i.e. schools)

- 8.76 The development would be CIL liable and the levy amount has been calculated to ensure that development contributes to meeting the need for physical and social infrastructure, including educational and healthcare facilities.

Health and safety concerns

- 8.77 The development is at planning application stage, and no contractor has yet been appointed. Prior to the appointment of the Principal Contractor a Construction Logistics Plan will be developed, added as a condition.

Impact on local shops

8.78 The residential use would not have a negative impact on the local shops located along Chipstead Valley Road and officers are satisfied that the scheme does not represent an adverse effect on the vitality of this local shopping parade. The provision of 33 new residential units would inevitably provide added custom to the local parade. Concerns in respect to the potential impact of contractor vehicles during the construction phase can be mitigated through the Construction Logistics Plan.

Network Rail

8.79 Representations suggest there is an issue with Network Rail. The applicant has liaised with Network Rail throughout the process and critically they are satisfied that the development would not interfere with their operational requirements. Advice is included as an informative.

9 CONCLUSIONS

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