

PART 5: Development Presentations

Item 5.1

1 DETAILS OF THE DEVELOPMENT

Ref: 17/02884/PRE
 Location: 40-60 Cherry Orchard Road, Croydon
 Ward: Addiscombe
 Description: Demolition of existing buildings and construction of residential building comprising 94 units with associated parking and landscaping
 Drawing Nos: 1622-SK-121 C, 1622-SK-122C, 1622-SK-123 E, 1622-SK-124 D, 1622-SK-125 D, 1622-SK-126 D, 1622-SK-127 D, 1622-SK-128 C, 1622-SK-129 D, 1622-SK-130 D, 1622-SK-131 D, 1622-SK-132 C, 1622-SK-140 E, 1622-SK-141 I, 1622-SK-142 H, 1622-SK-143 G, 1622-SK-144 G, 1622-SK-145 H, 1622-SK-146 H, 1622-SK-147 G, 1622-SK-148 E, 1622-SK-149 D, 1622-SK-150 A, 1622-SK-151 A and 1622-SK-152 A
 Applicant: Cherry Blossom Development Limited
 Agent: Mr Mike Ford
 Case Officer: Mr White

	1 bed (inc 6 studios)	2 bed	3 bed	4 bed
Houses	0	0	0	0
Flats	37	47	10	0
Totals	37	47	10	0
Affordable Rent: Shared ownership	18 units - 19% 11(AR):7(SO) - 61:39% split			

2 PROCEDURAL NOTE

- 2.1 This pre-application report is presented in new style that is being trialled which provides a more focussed approach to pre application presentation to and engagement with Planning Committee. The report covers the following points:
 - a. Site briefing
 - b. Relevant Planning policies and guidance
 - c. Material Planning Considerations
 - d. Specific feedback requests
- 2.2 The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification. This is the first presentation to the Planning Committee.

3 SITE BRIEFING

Proposal

- 3.1 The proposal is currently for the construction of a residential development comprising:

- Demolition of buildings on site
- Erection of one 7/8 storey building with basement comprising 94 flats
- The building would have two distinct blocks (with their own cores) with a linking central element.
- 10 parking spaces including 1 car club space (4 reserved for 'future' uptake).
- 10% wheelchair user dwelling / 90% accessible and adaptable.
- Outdoor amenity areas to the rear.

Site and Surroundings

- 3.2 The site measures 0.3 hectares (approximately 66m in length and 40m deep) and is currently occupied by a food packaging and distribution depot. Single storey 10m high industrial warehouse buildings occupy the majority of the site with an open concrete courtyard accessed from the main road, otherwise the buildings are hard up to the boundaries. The site is generally level and falls just beyond a sharp bend in Cherry Orchard Road. Along the adjacent area of Cherry Orchard Road there are two vehicle crossovers, a single yellow line and a bus stop.
- 3.3 To the rear are terraced houses, to the east a school and to the south-east a site with an extant consent for residential development. There is a public footpath to the east of the site which connects Oval Road with Cherry Orchard Road.
- 3.4 As well as the designations set out above, Cherry Orchard Road is a London Distributor Road, the site is within a CPZ and is at an elevated risk of surface water flooding.
- 3.5 Designations
- Croydon Opportunity Area (but outside of the CMC)
 - Area of High Density
 - Cherry Orchard Road which is a London Distributor Road.
 - Site allocation (no.50) – Residential development (with an indication of 50-80 units on the site)

Planning History

- 3.6 The following planning decision is relevant to the application:

01/00473/P On 2 October 2006, outline planning permission was granted for the demolition of the existing buildings and erection of 2 five/six-storey buildings comprising 22 one-bedroom and 33 two-bedroom flats; formation of vehicular access and provision of 23 parking spaces in the basement level. Siting of the buildings and means of access to the site were determined as part of the outline application.

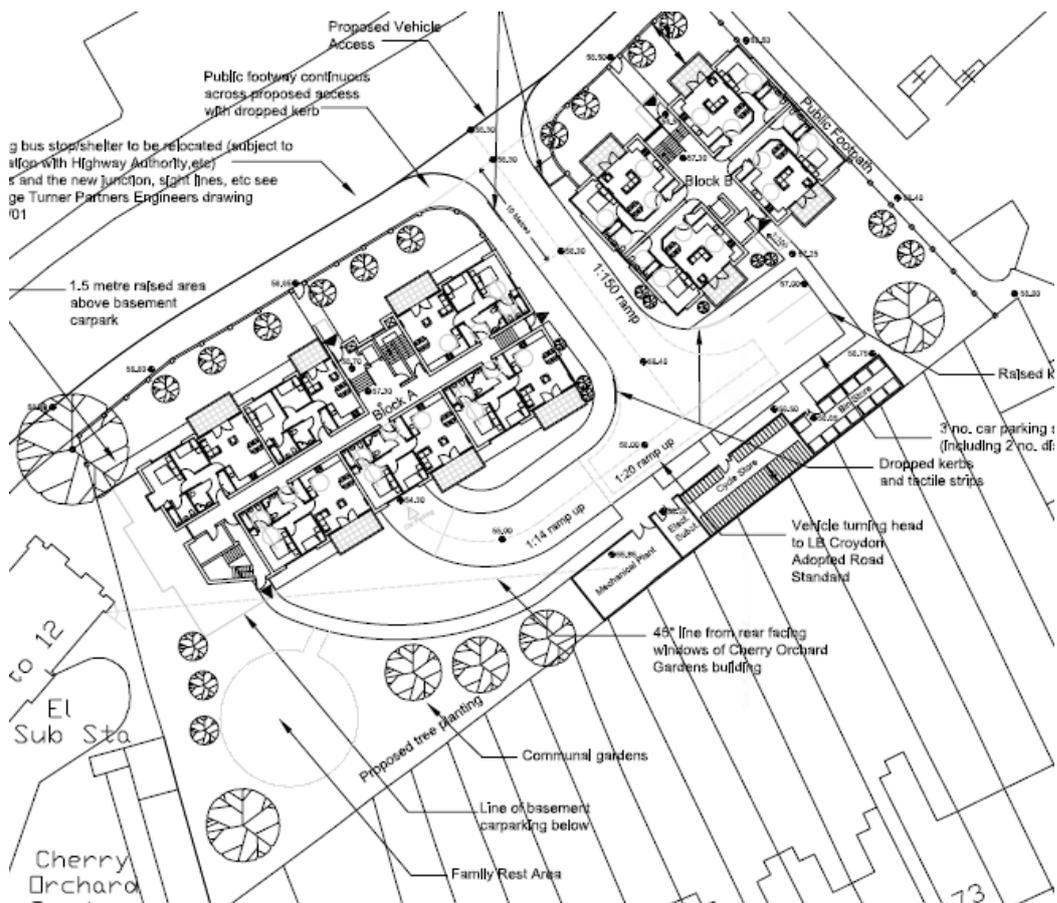
Outline Consent Granted October 2006

09/02757/RES reserved matters application, for application 01/00473/P, relating to the scale, appearance and landscaping.

Granted. April 2010. Not Implemented.

NB. This permission secured - 18 affordable housing units. These dwellings comprised the 18 one and two bedroom units in the eastern block.

The elevations/layout drawings of this application are shown below.



Neighbouring Sites

Morello

13/04410/P Demolition of existing buildings; redevelopment to provide a mixed use development of 4 new buildings comprising offices (Class B1a) hotel and serviced apartments (Class C1), 424 flats and 225 habitable rooms of residential accommodation, retail (Classes A1-A4) and community facilities (Class D1). Provision of network rail service building, public realm Highway works, formation of vehicular accesses and new car and cycle parking. (without compliance with condition 31 - to allow amendments to approved ground floor and basement access - attached to planning permission 11/00981/P).

Permission Granted July 2014. Implemented.

17/05046/FUL Erection of two 25 storey towers (plus plant) and a single building ranging from 5 to 9 storeys (plus plant) to provide a total of 445 residential

units, with flexible commercial, retail and community floorspace (A1/A2/A3/A4/B1a/D1/D2) at ground and first floor level of the two towers and associated amenity, play space, hard and soft landscaping, public realm, cycle parking and car parking with associated vehicle accesses.

Application Under consideration and yet to be determined.

Galaxy House site

14/03092/P Erection of two buildings ranging from 9 to 19 storeys comprising 290 flats (1-3 bedroom); formation of access from Cherry Orchard Road and provision of associated parking and landscaping (without compliance with conditions 3 - details of rear elevation materials & 29 - development to be in accordance with approved drawings- attached to planning permission 13/02294/P also the provision of additional 7 flats).

Permission Granted July 2014. Implemented.

Rear of 81-83 Oval Road

14/00470/P - Erection of a pair of two storey four bedroom semi-detached houses with accommodation in roof space and provision of associated parking.

Permission refused 25 April 2014.

The reasons for refusal were for the loss of an employment generating site, cramped and overcrowded form of back land development, detrimental to neighbouring occupiers by reason of overlooking and loss of privacy and unacceptable access arrangements.

15/04162/P - Erection of single/two storey office building.

Permission refused 7 January 2016.

The reason for refusal was for a cramped and overcrowded form of back land development.

Pre-application

The pre-application scheme was presented to Croydon's Place Review Panel (PRP) in September 2017.

The main points are summarised as follows;

- Design is heading in the right direction and the reduction of the scale and bulk of the building from earlier iterations of the scheme is supported.
- The layout of the ground floor requires significant development. The applicant should avoid locating bedrooms and a single-aspect flats facing the street. The street-facing private gardens are also of concern.
- The visual appearance of the building should be simplified and the building be given its own unique identity distinct from the Morello development opposite e.g. more depth in the facades than the Morello development.
- There should be more fenestration in the rear elevation.
- Co-ordination is required with the designers of the emerging adjacent development.
- Refuse storage must be adequately contained.
- Northeastern elevation to the building is extended up to the boundary of the alleyway between Cherry Orchard Road and Oval Road to give the alleyway more of a defined frontage.

- The design, condition and natural surveillance of the adjoining alleyway to the development should be substantially improved.
- The neighbouring derelict southern site to the development should be included within the development which could play a key role in improving the visual appearance of the alleyway.
- The landscape design requires substantial development including a Sustainable Urban Drainage strategy.
- 50% of the parking to be 'passive provision'.
- SuDS incorporate into the landscaping
- Thin strips of soft-landscaping between the front gardens and the road require further justification - high risk that planting could attract litter and be challenging to maintain due to the development being north-facing
- Discouraging Anti-Social Behaviour by providing more overlooking within the development
- The provision of soft landscaping within the scheme that is visible from the neighbouring school will improve the visual amenity of the school which has a deficit of soft landscaping
- Bus Stop - request the advice of Croydon Highways Services and TfL Bus Division regarding the location of a bus stop very close to the proposed refuse store

4 RELEVANT PLANNING POLICIES AND GUIDANCE

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

4.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. 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.

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

4.4 Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Play and informal recreation facilities
- 3.7 Large residential developments
- 3.8 Housing choice

- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.12 Negotiating affordable housing
- 3.13 Affordable Housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.5 Decentralised Energy Networks
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.15 Water use and supplies
- 5.21 Contaminated land
- 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
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.7 Tall and large buildings
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise
- 7.21 Trees and Woodland
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

4.5 Croydon Local Plan 2018

- SP1.1 Sustainable Development
- SP1.2 Place making
- SP1.3/SP1.4 Growth
- SP2.2 Quantities and locations
- SP2.3-2.6 Affordable Homes
- SP2.7 Mix of Homes by Size
- SP2.8 Quality and standards
- DM1.1 Provision of 3 or more beds
- SP4.1-4.3 Urban Design and Local Character
- SP4.4 Croydon Opportunity Area
- SP4.5/SP4.6 Tall Buildings
- SP4.7-4.10 Public Realm
- SP4.12-13 Character, Conservation and Heritage
- DM13 Refuse and recycling

- DM14 Public art
- DM15 Tall and large buildings
- DM16.1 Promoting healthy communities
- SP6.1 Environment and Climate Change
- SP6.2 Energy and CO2 Reduction
- SP6.3 Sustainable Design and Construction
- SP6.4 Flooding
- DM23 Development and construction
- DM24 Land contamination
- DM25.1 Flooding
- DM25.2 Flood resilience
- DM25.3 Sustainable drainage systems
- SP7.4 Biodiversity
- DM27 Protecting and enhancing our biodiversity
- DM28 Trees
- SP8.3-8.4 Development and Accessibility
- SP8.6 Sustainable Travel Choice – pedestrians
- SP8.12/SP8.13 Motor Vehicle Transportation
- SP8.15/16/17 Parking
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM38.1 Croydon Opportunity Area – enable development opportunities
- DM38.2 Croydon Opportunity Area – positively transform
- DM38.4 Edge Areas
- DM38.7 Site allocations (No.50)

According to paragraph 216 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is dependent on, among other matters, their stage of preparation. The emerging London Plan has been published for public consultation (1 December 2017 – 2 March 2018). Given the stage of preparation the policies within the emerging London Plan are given no weight.

4.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Play and Informal Recreation SPG
- Accessible London: Achieving an Inclusive Environment SPG
- Affordable Housing And Viability Supplementary Planning Guidance 2017 (August 2017)
- Croydon Opportunity Area Planning Framework (adopted by the Mayor and Croydon)
- SPD 3 – Designing for Community Safety
- SPG Note 10 – Designing for Accessibility
- SPG Note 12 – Landscape Design
- SPG Note 17 – Sustainable Surface Water Drainage
- SPG Note 18 – Sustainable Water Usage

5 MATERIAL PLANNING CONSIDERATIONS

5.1 The main planning issues raised by the development that the committee should be aware of are:

1. Principle of the proposed development
2. Townscape and Design
3. Acceptability of Proposed Housing typology and Living Conditions for Future Occupiers
4. The impact on adjacent occupiers
5. The impact on highway and parking conditions in the locality
6. The environmental impact and sustainability of the development
7. Other planning matters

Principle of the proposed development

5.2 The existing allocation of the site in the Croydon Local Plan 2018 is for a residential development, proposal site number 50, with an indication of 50-80 units on the site. The principle of a residential land use is therefore acceptable.

Townscape and Design

Layout

5.3 Given the planning history, current building coverage and size of the plot it is clearly a site capable of accommodating a significant development. It is located within the Croydon Opportunity Area (although not within Croydon Metropolitan Centre). Furthermore the site is clearly within a zone of transition between higher density "central" developments and the suburb of Addiscombe.

5.4 The proposal is mindful and helps to reinforce the character of the area by referencing and reflecting the Galaxy House scheme on the opposing side of the road, with two blocks and a linking section, but also distinct by way of a smaller scale and suitably addressing the transitional nature of this site and the adjoining alleyway. The building line would be set back from the existing arrangement to allow a small amount of landscaping between the footpath and the building, however, this is tight in some places, particularly at the ends of the site and an improvement along the whole frontage should be explored. Some trees are shown along the front of the site, but further detail is required to establish the exact location (inside or outside the site), whether they have enough space to grow and whether there is sufficient passing room on the pavement. These trees are also in close proximity to the building which could have an impact on the outlook for occupiers. The layout does, however, provide for an attractive and welcoming street scene which is an improvement on the industrial sheds currently in situ. PRP suggest building up to the alleyway, although they also suggest increasing landscaping within the site that is visible from the school. The current layout provides some relief and landscaping adjacent to the alleyway and therefore officers are comfortable with the position of this part of the building. The scheme also seeks to open up and front onto the adjacent public footpath which would increase natural surveillance and security to this area and is supported by officers.

5.5 The layout also leaves room for an extensive amount of shared amenity space to the rear, along with associated car parking and cycle storage areas.

- 5.6 The layout also creates a number of rooms within close proximity to the flank boundaries, however, the building layout has been recently re-designed so that all the main room windows face to the front and rear, meaning that the secondary flank windows could be obscure glazed. This would protect the potential for any future development on neighbouring land.

Scale, Height, Massing

- 5.7 During the course of the pre-application discussion the footprint has been reduced along with the massing and height, particularly to the rear of the building. The proposal currently has 6 floors of similar layout. At the seventh storey level the building is reduced in massing and a separation between the two sides is made. The building also only steps up to eight storeys on the western side. This undulating arrangement works to bridge the transition between two varied character areas; particularly with regards to its form and massing and results in a scheme that does not encroach a 25 degree line from the ground floor windows on the Oval Road houses. At its nearest point the main building is 37m from the houses on Oval Road and 13m from the rear boundary.
- 5.8 As identified above the site is in a key transitional zone between a low rise residential neighbourhood, and a much denser, high rise character. Since the 5/6 storey approval on the site a number of much taller and larger developments have been approved and implemented adjacent to and opposing the site. These have dramatically changed the character of the area and the current proposal works well in this context.
- 5.9 In terms of density the site is located in an area of high public transport accessibility. The London Plan seeks a density range of between 650 to 1,100hrh. The proposal achieves a density of 843hrh which falls within the range.

Appearance

- 5.10 During pre-application the material palette has been refined to simplify the building so that it reflects the character of surrounding built form. The principle of two tones of brick and a lightweight anodised metal set back at top floor is supported, however, further samples to ensure the quality of material would be required.

Connectivity

- 5.11 It is expected that the public realm is improved, both in terms of the footpath to the front of the site (with the inclusion of trees), and the adjoining alley – other than trees public realm improvements are not shown on the plans. Officers suggested to the applicant during pre-application discussions that the adjoining footpath (which connects Cherry Orchard Road and Oval Road), which is in a poor state of repair, should be improved. An exploration of possible improvements to sightlines (there is a blind spot in the middle of the path), lighting and the footway itself should be explored, ideally for the whole length of the footway, but at the least adjoining the site. The PRP comments suggest incorporating further land to the south into the development site, which could allow for the alleyway 'kink' to be removed, however, there is an added complication that this land is classed as 'employment' with a recent application (14/00470/P) refused for its change of use to residential. Nonetheless it is understood that the applicant is investigating all options in relation to this alleyway.

Acceptability of Proposed Housing typology and Living Conditions for Future Occupiers

- 5.12 Croydon Local Plan 2018 policy SP2.7 sets a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms, but allows for setting preferred mixes on individual sites via table 4.1. Applying table 4.1 to this site (urban setting with a PTAL of 4, 5, 6a or 6b) shows a requirement of 10% 3+ bedrooms units. The site is also located within the 'New Town and East Croydon' area where a minimum of 10% is sought.
- 5.13 The submitted plans state that the building would accommodate over 10% 3+ bed units with a good mix of studio, one and two beds (outlined in the table below), which is supported.

Type	No./%
Studios	6 / 6.4%
1 bed 2 person	31 / 33%
2 bed 3 person	29 / 30.9%
2 bed 4 person	18 / 19.1%
3 bed 4 person	10 / 10.6%

- 5.14 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. Supporting information states that 10% of units would need to be wheelchair accessible and 90% adaptable, which is supported.
- 5.15 The Housing SPG and national standards have minimum floor areas for differing dwelling types. All the units comply with the prescribed minimum floor areas and meet the minimum private amenity space relevant to the unit size.
- 5.16 The London Housing SPG seeks to minimise the number of single-aspect units in schemes and indicates that north-facing single aspect units would not be acceptable. The majority of the flats are acceptable, however, there are a few that face in a northwards directions in the central part of the proposal that although dual aspect have one minimal side of outlook (e.g. unit 10). Any improvements to outlook and light would be welcomed. Given this arrangement internal daylight adequacy analysis should be submitted to illustrate that all habitable rooms within the development proposals will comfortably achieve the minimum target ADF values set by the BRE Guidance.
- 5.17 The PRP raised a concern with the layout of the ground floor, suggesting to avoid locating bedrooms and single-aspect flats facing the street. They also raised concern regarding the street-facing private gardens. These concerns were mainly around privacy and suggested duplex apartments in this location. The latest designs show three of the four frontage properties are dual aspect thereby allowing a greater degree of privacy. It is acknowledged that duplex units would improve privacy, but this would have a knock on effect on unit numbers and therefore viability. The applicant could

explore improving privacy to these units, possibly by increasing the space to the front, but should avoid screening.

- 5.18 An area for outdoor play space within the development has been identified and should meet the London Plan Play and Informal Recreation SPG and Croydon Local Plan 2018 policy DM10.4. These will be based on the potential child yield of the final submission.
- 5.19 The impact of noise on residential amenity will need to be considered, especially as Cherry Orchard Road is a busy route. The applicant will need to demonstrate how internal areas and balconies achieve an acceptable standard, accordingly a noise and vibration assessment is expected with any future application.

Affordable Housing

- 5.20 The London Housing SPG Homes for Londoners Affordable Housing and Viability is relevant. This SPG does not and cannot set a fixed affordable housing requirement. Instead it provides a framework for delivering the maximum reasonable amount of affordable housing in the context of current London Plan Policies. This SPG introduces a 'threshold approach', whereby schemes meeting or exceeding 35 per cent affordable housing can follow a 'Fast Track Route'. This means applicants are not required to submit viability information at the application stage, but are subject to review mechanisms. Schemes that do not meet this threshold are required to follow a 'Viability Tested Route', review mechanisms are also applied.
- 5.21 Policy SP2.4 of the Croydon Local Plan 2018 seeks to negotiate to achieve up to 50% affordable housing, subject to viability. Seeks a 60:40 ratio between affordable rented homes and intermediate (including starter) homes unless there is agreement that a different tenure split is justified (a minimum of three Registered Providers should be approached before the Council will consider applying this policy). The policy also requires a minimum provision of affordable housing as set out in policy SP2.5.
- 5.22 Policy 2.5 of the Croydon Local Plan 2018 requires a minimum provision of affordable housing to be provided either:
- a) Preferably as a minimum level of 30% affordable housing on the same site as the proposed development or, if 30% on site provision is not viable;
 - b) If the site is in the Croydon Opportunity Area or a District Centre, as a minimum level of 15% affordable housing on the same site as the proposed development plus the simultaneous delivery of the equivalent of 15% affordable housing on a donor site with a prior planning permission in addition to that site's own requirement. If the site is in the Croydon Opportunity Area, the donor site must be located within either the Croydon Opportunity Area or one of the neighbouring Places of Addiscombe, Broad Green & Selhurst, South Croydon or Waddon. If the site is in a District Centre, the donor site must be located within the same Place as the District Centre; or
 - c) As a minimum level of 15% affordable housing on the same site as the proposed development, plus a Review Mechanism entered into for the remaining affordable housing (up to the equivalent of 50% overall provision through a commuted sum based on a review of actual sales values and build costs of completed units) provided 30% on-site provision is not viable, construction costs are not in the upper quartile and, in

the case of developments in the Croydon Opportunity Area or District Centres, there is no suitable donor site.

- 5.23 As part of the pre-application process detailed discussions regarding the provision of affordable housing have been on going. In fact the applicant has submitted a financial viability assessment at this early stage which has been independently assessed.
- 5.24 The applicant originally proposed 15% affordable housing with a 60:40 split (affordable rented homes / intermediate). Following discussions this has now been increased to 19% with a 60:40 split. These discussions need to be continued to ensure that the development provides the maximum reasonable amount of affordable housing on site.

The impact on adjacent occupiers

- 5.25 Since the previous permission was granted the Galaxy House site to the north has been constructed and the adjoining Morello site has an implemented consent. Ark Oval school has also been developed, although the closest part of the building, the kitchen/dining hall, has stayed a similar size.
- 5.26 Although a couple of storeys shorter, the previous permission finished a similar depth into the site, just beyond halfway back. Prior to the PRP there were a limited number of windows on the rear elevation and two large areas of green walls. However, since the PRP did not consider potential overlooking to be an issue (given the distances) the green walls have been removed and further fenestration added to make the most of the south elevation. The proposal and houses on Oval Road are separated by 37m-55m from the rear elevation, which is also at least 13m from the rear boundary at its shortest distance. This is a significant distance and should mitigate against harmful overlooking and loss of privacy. Furthermore, the large warehouse buildings that currently abut the end of the gardens would be removed allowing for an improved shorter outlook. However, given the relationship of the existing buildings and the boundaries further information will be required to establish exactly how the boundaries will be screened.
- 5.27 The built form steps away from the Morello site and there are no main windows that face directly towards it. On this basis the amenities of future neighbouring occupiers should be protected.
- 5.28 To the east of the site is Ark Oval Primary school, due to the nature of the use no harmful loss of privacy/overlooking is envisaged.
- 5.29 Occupiers of Galaxy House are well removed and separated by a road, as such no harmful overlooking or loss of privacy is envisaged.
- 5.30 Given the size and scale of the proposed buildings a daylight and sunlight assessment based on the BRE guidelines will be required to clearly demonstrate that the effect of the development on all adjoining occupiers will be acceptable.
- 5.31 The proposal has a large outdoor space to the rear at ground level with an identified spaces for play. Four 'future' parking spaces have been incorporated into the landscaping providing a softer transition from the parking to outdoor space.

The impact on highway and parking conditions in the locality

- 5.32 The site is located in an area with a PTAL of 6b, which is excellent being in close proximity to East Croydon transport interchange and all the services and facilities offered by Croydon Town Centre.
- 5.33 The site is therefore suitable for car free development with the exception of disabled parking spaces. Given the accessibility of the site the proposed provision of 5 disabled parking spaces and 4 'future' disabled spaces is acceptable in principle, subject to a condition that the passive disabled spaces are brought into use when demand requires. However, the current layout of these spaces does not work. Space 6 and space 7 are unacceptable as the side strip is partially obstructed by the cycle store.
- 5.34 Space 2 will rely on the carriageway adjacent to provide side strip for disabled users and it is acceptable for side strips to be shared on other spaces, although it is preferable if there is a strip to each side. If this can be achieved it would be welcomed. There is, however, sufficient space for vehicles to turn in relation to all spaces.
- 5.35 The London Plan and Croydon Local Plan 2018 standard on car clubs is 1 parking space plus additional spaces at a rate of 1 space for every 20 spaces. On this basis that would equal 5 car club vehicles. However, given the high PTAL location it is reasonable for the development to be car free and also reasonable to reduce the anticipated number of car club vehicles.
- 5.36 The sites strategic location makes it ideal for hosting a car club car for use by the wider car club membership and on-street space in the vicinity is at a premium. On this basis having 2 bays on-site rather than one is vital and should be achievable, possibly with a second car club bay next to the first one shown. This would also allow it to be easily accessible by the public as the spaces would remain in front of the security barrier to the side of the site. The provision of car club spaces would need to be secured by a legal agreement.
- 5.37 The London Plan requires Electric Vehicle Charging Points (EVCP) in accordance with the standards. This would result in EVCP for 50% of the disabled spaces and the car club space. The Croydon Local Plan 2018 requires EVCP for half of car club spaces and free installation of a charging point to be provided for other spaces should a future occupier require it. On that basis the remaining disabled spaces should be provided with passive provision.
- 5.38 The site is within a controlled parking zone and a legal agreement should be entered into preventing residents of the development from applying for on-street parking permits.
- 5.39 The proposed location of the vehicular access is acceptable given that there is a centre refuge in Cherry Orchard Road to the west that enables suitable sight lines of 2.4m x 43.0m to be provided. The existing redundant crossovers will need to be reinstated to footway at the applicant's expense.
- 5.40 In order to provide for pedestrian safety visibility splays should be provided to either side of the vehicular access, within the application site, and with no obstruction over 0.6m in height. This should be clearly demonstrated on future plans.
- 5.41 A number of cycle storage areas are indicated. In order to comply with the standards set out in the London Plan and based on the proposed unit mix indicated on the ground

floor plan a total of 151 long stay (1 space per studio/1 bedroom and 2 spaces for all other dwellings) and 2 or 3 short stay spaces (1 per 40 units) should be provided. The storage areas should provide charging points for electric cycles. Given the large swathes of storage areas and the tension it creates with parking spaces and the visual impact on the landscaping officers would support a similar strategy to that of the disabled spaces with some of the allocation made by 'passive areas' that could be used if demand required it. Any area would still need to be dedicated in case the whole capacity was required and should not compromise the parking spaces.

- 5.42 Currently the sets of cycle parking spaces by the 'passive' parking bays abut each other too closely, it does not appear that the bicycles could be manoeuvred around the parked cars if these bays went live. Additionally one of the suggested blue badge bays, no. 6, is overlapped by the proposed cycle parking, which is not acceptable. The set of 12 cycle parking space (bottom left) are probably un-usable, a form of cycle swept path diagram to show what could be accessed would be needed. Double-height bike racks in one or more of the proposed locations may also reduce the footprint of the bike parking.
- 5.43 Bin stores are located fronting onto Cherry Orchard Road with the access being to either side of the bus stop. This is considered acceptable.
- 5.44 No on-site servicing is proposed. The application will require a Delivery Service Plan (DSP) and depending on the information provided will determine the need for on-site servicing requirements. Cherry Orchard Road is wide at this point but has 2 bus stops outside and opposite the site, which could impact on the ability to service from the street. The DSP will need to specify numbers and types of vehicles and provide details of how they will be managed to avoid stacking of vehicles and restrict deliveries to off-peak hours only.
- 5.45 As part of a Travel Plan residents of the development should be provided with 3 years membership of the car club.
- 5.46 In terms of the bus stop TfL Buses will be consulted at application stage, however, the applicant has the option discuss the proposal with them prior to submission through TfL's own pre-application service.

Impact on Trees

- 5.47 Trees of value should be retained and where loss is unavoidable, they should be replaced with high quality trees in the correct location. Moreover, the loss of trees of value should only be accepted where a development will bring significant regenerative benefits.
- 5.48 There are two existing trees both on the western boundary at the front and rear that appear to be out of the site, but with branches overhanging. A close inspection of the tree to the rear has not been possible at this stage, however, it shows good visual amenity and its retention is sought. Four new trees are shown spread along the frontage. Whilst this arrangement may be acceptable in principle concern is raised with regard to the amount of space the trees have to grow, particularly given the proximity of the building.
- 5.49 A full arboricultural assessment will be needed in order to consider the loss and standard of replacement trees and green spaces, which could deliver extensive

improvements across the sites, substantially improving the locality and setting of the street scene.

The environmental impact and sustainability of the development

- 5.50 New development should make the fullest contribution to minimising carbon dioxide emissions and should incorporate on site renewable energy generation. Zero carbon is sought for the 2016-2031 period. A detailed sustainability strategy has not yet been confirmed. The applicant should seek to meet the above policy requirements in this regard.
- 5.51 Full discussions in relation to air quality, overheating, surface water drainage, micro climate, lighting impacts, flooding impacts and daylight/sunlight have yet to be held, but the developer is aware of the relevant policy requirements. To establish the environmental impact on the surrounding area the subsequent application must be accompanied by a detailed Flood Risk Assessment, Sustainable Urban Drainage Strategy, Air Quality Assessment, Micro-climate Wind assessment and a Daylight/Sunlight study.
- 5.52 To future proof the development provision should be within the buildings to allow connection to any future Croydon District Heating Network.

Other Planning Matters

- 5.53 Consideration will need to be given as to the requirement for any planning obligations required to mitigate the impact of the development.

6 SPECIFIC FEEDBACK REQUESTS

6.1 Member expectations in dealing with

- Views of members on the design of the scheme (siting, scale, mass, materials), particularly the layout and position of the northeast elevation in relation to the alleyway.
- Guidance on the extent of public realm improvements sought
- Impact of the development on the residential amenities of neighbours – particularly overlooking to the rear.
- The provision of affordable housing and proposed level
- Relationship of ground floor units and the street
- Guidance on the use of 'passive parking' in the level of car parking provision.