

Agenda Item: 6.3

This is a Major Application for which the 13 week period expires on 19/03/2007.

06/04639/P

18/12/2006

Selhurst

Application for full planning permission

Agent:

Darling Associates

Greencoat House

15 Francis Street

London

SW1P 1DH

Applicant:

Oracle Homes Ltd

Oracle House

55 South Street

Epsom Surrey

KT18 7PX

Location: Bedford House, 380 London Road, Croydon, CR0

Description: Demolition of existing buildings; erection of 3/4/6/8 storey building comprising community use on part of ground floor and 103 flats in the remainder of the building; formation of vehicular access and provision of associated parking

Drawing No(s): 5036/P000RevB, P001RevB, P002RevB, P010RevB, P011RevB, P012RevB, P013RevB, P014RevB, P015RevB, P016RevB, P017RevB, P018RevB, P020RevB, P021RevB, P022RevB, P023RevB, P025RevB, P026RevB, P030RevB, P031RevB, P050RevC, P051RevA

Recommendation: Grant Permission, subject to the prior written conclusion of a Section 106 Agreement within a period of six months from the date of this resolution, or such longer period as may be agreed in writing by the Head of Planning Control

Subject to the following condition(s) and reason(s):-

1. Unless otherwise previously agreed by the Local Planning Authority in writing the following shall be provided as specified in the application before any part of the development is occupied and shall be retained for so long as the development remains in existence:-

- (1) parking arrangements
- (2) vehicular turning area
- (3) garden and communal areas
- (4) refuse and recycling stores
- (5) cycle storage areas
- (6) front doors to flats facing London Road and Bensham Lane.

Reason: To ensure an acceptable standard of development having regard to the Policies of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

2. No works on site shall commence until the following details have been submitted to and approved by the Local Planning Authority in writing. The development shall only be implemented in accordance with such approved details:-

- (1) external facing materials, including details of the hard landscape areas

- (2) security lighting details, including to footpaths, amenity areas and car parking areas
 - (3) electronic gates or other suitable means of enclosure to prevent casual access to the car parking area
 - (4) acoustic screen to the Kelling Gardens properties, including height, materials and anticipated noise level reductions
 - (5) boundary/means of enclosure/privacy screens to communal/amenity areas
 - (6) boundary/means of enclosure to garden areas in front of the ground floor residential properties fronting London Road and Bensham Lane
 - (7) a public art scheme for the London Road frontage
- Reason: To ensure an acceptable standard of development having regard to the policies of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

3. The existing access from London Road shall be closed as specified in the application before any part of the development is occupied
- Reason: To ensure that the traffic conditions do not create conditions prejudicial to the free flow of traffic and the general safety of road users in accordance with Policy T11 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

4. Prior to the commencement of the development, a landscaping scheme to include existing and proposed planting shall be submitted to and approved by the Local Planning Authority; the approved planting shall be provided before any part of the development is occupied or within such longer period or periods as the Local Planning Authority may previously agree in writing and shall be maintained for a period of five years from the date of planting; any planting which dies or is severely damaged or becomes seriously diseased or is removed within that period shall be replaced by planting of similar size and species to that originally provided
- Reason: To enhance the appearance of the development, protect the visual amenities of the locality, and to ensure that the new planting becomes established in accordance with Policy UD14 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

5. No window or glazed door shall be provided in the following elevations other than as specified in the application:-
- (1) north-eastern
 - (2) north-western
- Reason: To protect the privacy of adjoining occupiers in accordance with Policy UD8 of the Croydon Replacement Unitary Development Plan (The Croydon Plan) and the Supplementary Planning Document No.2 on Residential Extensions and Alterations

6. The ground floor community space shall be used only for purposes within Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987.
- Reason: To protect the amenities of adjoining occupiers

7. Before the development is begun an intrusive site investigation and assessment into the possibility of soil, water and gaseous contamination must be carried out to the approval of the Local Planning Authority. The investigation report shall include a risk assessment and details of remediation if

required.

Remedial works which are shown to be required must be approved by the Local Planning Authority before any such works are carried out and completed prior to the occupation of any building. A validation report detailing evidence of all remedial work carried out must be submitted to and approved in writing by the Local Planning Authority at the conclusion of the work and before any occupation of the properties..

The developer shall notify the Local Planning Authority of any on site contamination not initially identified by the site investigation so that an officer of the Council may attend the site and agree any appropriate remedial action.

Reason: To ensure the safe development of potentially contaminated land in accordance with Policy EP3 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

8. No development shall take place until the applicant has provided to the Local Planning Authority for approval an independently verified EcoHomes 2006 report that achieves 'Excellent' rating with certification. The approved scheme shall then be provided in accordance with these details. A certificated EcoHomes 2006 Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the first occupation of the development.

Reason: To accord with Policies UD1-3 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

9. No development shall take place until the applicant has provided to the Local Planning Authority a report for approval identifying how a minimum of 10% of the carbon emissions for which the development is responsible are off-set by on-site renewable energy production methods. This will be provided by appropriately sized solar water heaters for different dwellings, and will be based on accurate energy modelling of the building performance. A maximum of 582kWh/m² of active area will be assumed as the output of the solar water heaters, subject to independently verified proof of better performance. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. The approved scheme shall then be provided in accordance with these details prior to the first occupation of the development and thereafter retained for so long as the development remains in existence.

Reason: To comply with Policy EP16 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

10. A Green Travel Plan shall be submitted to and approved by the Local Planning Authority in writing before the development commences. The Travel Plan shall include targets for the reduction in car trips, management details of the car club and monitoring measures to be undertaken.

Reason: In the interests of reducing traffic congestion and in order to comply with Policy T2 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

11. A Crime Prevention report addressing the Secured by Design issues raised by the Metropolitan Police in their letter dated 24th January 2007 shall be submitted

to and approved by the Local Planning Authority in writing before the development commences. The approved scheme shall then be provided in accordance with these details prior to the first occupation of the development and thereafter shall be retained for so long as the development remains in existence.

Reason: To comply with Policy UD6 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

12. The mitigation measures proposed in the Noise and Vibration Assessment report 69330/003sprep-Noise.Rev191006 (dated 19th October 2006) and the Air Quality Assessment report 69330-04wfrep-air (October 2006) must be observed.

Furthermore, details of the installation of acoustic standard (6-100-6) double glazing and active ventilation as described in the respective reports should be provided for approval before development commences. Once approved, these details must be provided on site prior to the first occupation of any of the residential units.

Reason: To comply with Policies SP9 and EP1 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

13. The development shall be begun within three years of the date of the permission.

Reason: To comply with the provisions of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004

In granting permission the local planning authority had regard to the following policies:-

- . The relevant policies of the Croydon Replacement Unitary Development Plan (the Croydon Plan) are SP1 – SP3, UD1 - UD3, UD6 – UD8, UD10, UD13 - UD16, SP7, RO12, SP9, SP10, SP13, EP1 - EP4, EP6, EP16, SP14, T2 - T4, T8, T11, SP18 -SP22, H2, H4, H9, H10, H13, H14, SP27, CS1, CS3 and CS5.

The development is considered to be satisfactory in relation to the following:-

- . (a) the appearance of the development in the street scene
- (b) the relationship of the development to adjacent property
- (c) the character of the development in the surrounding area
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties
- (g) the safety of pedestrians and motorists on the adjacent highway
- (h) the safety and security of buildings and the spaces around them
- (i) accessibility to buildings
- (j) the housing policies of the development plan
- (k) the archaeology policies of the development plan
- (l) sustainability issues
- (m) the recreational open space policies of the development plan
- (n) the urban design policies of the development plan
- (o) the environmental protection policies of the development plan
- (p) the transport policies of the development plan
- (q) the community services policies of the development plan
- (r) the high buildings policies of the development plan
- (s) the provision of satisfactory living accommodation for future residents of

the flats
and having regard to all other matters raised.

Informative(s) :-

- 1 The applicant is advised to consult the Council's "Code of Practice on the Control of Noise and Pollution from Construction Sites" before commencing work on the site. The Code gives advice on how to undertake work on site in a considerate manner. A copy can be obtained by calling 020 8760 5483.
- 2 In considering any request to vary Condition 5 attached to this permission, the Local Planning Authority will need to be satisfied that the purpose, position, design and glazing of a proposed window or other opening is such that the amenities and privacy of adjoining occupiers will be maintained
- 3 The applicant's attention is drawn to the following technical documents relevant to the assessment of human health risks arising from contaminants in soil (obtainable from the Environment Agency R&D Dissemination Centre, c/o WRc, Frankland Road, Blagrove, Swindon, Wilts SN5 8YF. (Tel 01793 865000; Fax 01793 865001); they can also be ordered on line via www.webookshop.com/ea/rdreport.nsf):-
 - (1) CLEA (Contaminated Land Exposure Assessment) Contaminated Land Reports (CLR's) 7 - 10,
 - (2) the "CLEA 2002" software, available for downloading from http://www.environment-agency.gov.uk/subjects/landquality/113813/274663/281779/?version=1&lang=_e and
 - (3) the Soil Guideline Values for individual substances (SGV)
- 4 That this permission is the subject of an obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).

Ward: Selhurst
Lead Officer: Head of Planning Control

PLANNING COMMITTEE
1st March 2007

06/4639/P - Bedford House, 380 London Road, Croydon

1. SUMMARY

1.1 Full application for :

- Demolition of existing buildings.
- Erection of part 3, 4, 6 and 8 storey building comprising community use on part of the ground floor and 103 flats in the remainder of the building.
- Formation of vehicular access.
- Provision of parking.

2. RECOMMENDATION

- 2.1 Grant planning permission subject to the conditions, reasons and informatives set out in the Agenda, the prior conclusion of a Section 106 Legal Agreement relating to open space, affordable housing, sustainable transport, health care facilities, education facilities and libraries and a Cultivation Licence relating to the provision of new trees within an adjacent area of land owned by the Council.
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3. BACKGROUND

3.1 Site Description

- Occupied by a vacant car dealership comprising a 2/3 storey brick showroom building fronting London Road and a large profiled metal car repair workshop to the rear.
- The site falls in level by 0.5m from the rear down to London Road.
- The site area is 0.35 ha.

3.2 Surrounding Area

Uses/Form

- Mixed in character comprising residential and commercial uses.
- To the north-west is a vacant car rental depot and adjacent to this on the corner of London Road and Broad Green Avenue is a new 2/6/9 storey block of flats.
- To the rear is a two storey residential terrace fronting Kelling Gardens.
- To the south-east, on the opposite side of Bensham Lane, is a new four storey residential block, a 3-9 storey block of flats and a retail warehouse.
- There is a parking layby outside the site boundary on the London Road frontage.
- Facing the site to the west is a public house and a three storey shopping parade with associated residential accommodation above.

Designations

- Part of the site falls within an Archaeological Priority Zone.
- This section of London Road is a Borough Distributor Road.
- The Broad Green Local Centre and its associated Shopping Area Frontage is located 60m to the south-east.

Relevant history

- 3.3 06/2431/P – In September 2006, planning permission was refused for the demolition of the existing buildings; erection of a four/six/eight storey building comprising community/commercial use on part of the ground floor and 123 flats in the remainder of the building; formation of vehicular access and provision of associated parking. The Council's reasons for refusal were:

- 01 The proposal would result in an overdevelopment of the site out of keeping with the character of the area and detrimental to the visual amenities of the street scene by reason of its siting, height and massing and would thereby conflict with Policies SP3, UD2, UD3, UD10, H2 and H10 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).

- 02 The development is unlikely to be able to incorporate adequate landscape proposals in respect of the London Road frontage and would thereby conflict with Policy UD14 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).
- 03 A retail or office use on the ground floor commercial use area would be detrimental to the vitality and viability of the Broad Green Local Centre and would thereby conflict with Policies SH2 and EM1 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).
- 04 Inadequate provision is made for car parking within the site and the development would thereby conflict with Policy T8 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).
- 05 The development would result in an unsatisfactory residential environment being provided for the occupiers of the proposed dwellings by reason of the inadequate private amenity space and would thereby conflict with Policy UD8 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).
- 06 The development would not incorporate measures to help deter crime and reduce the fear of crime and would thereby conflict with Policy UD6 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).
- 07 The development would not provide any accessible public open space and no contribution has been offered in lieu of providing or improving public open space in the vicinity. The development would therefore be contrary to Policy RO12 of the Croydon Replacement Unitary Development Plan (the Croydon Plan) and Planning Guidance Note No.1 on Planning Obligations.
- 08 The application does not include a contribution towards sustainable transport in the vicinity. The development would therefore be contrary to Policy T2 of the Croydon Replacement Unitary Development Plan (the Croydon Plan) and Planning Guidance Note No.1 on Planning Obligations.
- 09 The application does not include a contribution towards secondary and primary education provision in the area and is thereby contrary to Policy SP27 of the Croydon Replacement Unitary Development Plan (the Croydon Plan) and Planning Guidance Note No.1 on Planning Obligations.
- 10 The application does not offer a contribution towards health care facilities in the Borough and is thereby contrary to Policies SP27 and CS1 of the Croydon Replacement Unitary Development Plan (the Croydon Plan) and Planning Guidance Note No.1 on Planning Obligations.
- 11 Although an environmental performance statement has been submitted with the application, the information does not satisfactorily address sustainability criteria under the BREEAM Eco-Homes assessment or demonstrate that the proposal will incorporate renewable energy equipment to provide at least 10% of the predicted energy requirements of the proposal and would thereby be contrary to Policies UD1, EP15 and EP16 of the Croydon Replacement Unitary Development Plan (the Croydon Plan)

3.4 Proposal

Full planning permission is sought for:

- Erection of a part 3, 4, 6 and 8 storey building.
- Maximum height 25.4m.
- Incorporates solar heating panels, green and brown roofs.
- Includes balconies to some flats.
- Facing materials glass, metal panels and honey coloured bricks.
- 103 flats – 44 one bedroom, 45 two bedroom, 10 three bedroom and 4 four bedroom.
- 50% affordable accommodation based on habitable rooms - 36% social rented and 14% shared ownership.
- Unit sizes – 43-118sqm.
- 296sqm community use on ground floor.
- 52 car parking spaces, including 6 for disabled users and 3 for a car club
- Amenity space and children's play area to rear at first floor level as a deck over the car park with an area of 754sqm. Additional amenity space at fourth floor level. Some flats have private balconies.
- Area of public open space/public realm fronting London Road, including a public art feature at the main entrance.
- Designated refuse and recycling areas

3.5 The documents accompanying the application comprise:-

- Revised Planning Statement.
- Revised Design Statement.
- Transport Assessment.
- Daylight/Sunlight impact study.
- Air Quality Assessment.
- Noise and Vibration Assessment.
- Archaeological Deskbased Assessment.
- EcoHomes Assessment
- Energy Demand Assessment & Renewable Energy

3.6 The application has been amended during the course of consideration to include ground floor doors to the flats facing both London Road and Bensham Lane, and by the inclusion of an area of land owned by the Council fronting London Road to provide public realm improvements via a Cultivation Licence.

4. **PLANNING POLICIES:**

- Croydon Replacement Unitary Development Plan (the Croydon Plan) SP1 – SP3, UD1 - UD3, UD6 – UD8, UD10, UD13 - UD16, SP7, RO12, SP9, SP10, SP13, EP1 - EP4, EP6, EP16, SP14, T2 - T4, T8, T11, SP18 - SP22, H2, H4, H9, H10, H13, H14, SP27, CS1, CS3 and CS5.

5. **CONSULTATIONS**

5.1 Advertised: press/site notice as a major application.

5.2 166 surrounding occupiers notified. 2 replies received. Main grounds of objection:

- Extra traffic and parking demands on local streets will be the result;
- Increased congestion;
- Local transport, education and health services will be overstretched;
- Crime will increase unless site is policed, and
- Noise and disturbance.

5.3 One letter has been received in support of the application.

5.4 English Heritage recommend no further archaeological requirement.

5.5 Transport for London raised no objection to the previous planning application (06/2431/P). They did suggest though that a Travel Plan should be provided. This would form part of recommended Condition 10.

5.6 Andrew Pelling MP has sent an e-mail in support of the application.

6. CONSIDERATIONS

Use Policies

6.1 Policy H2 of the Croydon Replacement Unitary Development (the Croydon Plan) Plan permits housing development within the existing built-up area provided that it does not conflict with the aims of protecting the character of residential areas and there is no loss of protected uses. Given that a number of sites along this section of London Road have been redeveloped as blocks of flats and that there are no Employment Policies in the Croydon Plan that would preclude the loss of the existing car dealership use, in principle a satisfactory flattened development would be acceptable.

6.2 The proposed ground floor community use would accord with Policy CS3 of the Croydon Plan which encourages the provision of such facilities within major mixed use developments. Condition 6 is suggested in order to ensure that this community space shall only be used for purposes within Class D1 of the Use Classes Order.

6.3 The proposed density is 675hrh (habitable rooms per hectare) which is considerably in excess of the range (160-300 hrh for mixed use housing) set out in Policy H9 of the Croydon Plan. Policy H10 states, however, that in locations with a high accessibility to services and public transport provision, that developments of higher densities will be permitted. In this case, Bedford House lies just to the north of the Broad Green Local Centre and Croydon Town Centre is just over 1km to the south. Also the Public Transport Accessibility Level (PTAL) for the site is 5 which indicates good access to public transport.

6.4 The London Plan Table 4B.1 also indicates that a site with a PTAL rating of 5 and within walking distance to a Central town centre could have a density of 650-1100hrh. As such, the density complies with the London Plan.

6.5 The development would provide 51 affordable housing units, 50% of the total provision. The tenure of the accommodation would be 36% for social renting and 14% for shared ownership. The Housing Senior Development Officer has confirmed that this provision would be in accordance with the Council's normal

requirement of 50% affordable housing (35% social rent and 15% shared ownership) for a development of this size. This mix of units is subject to the availability of Housing Corporation grant funding. If this funding is not available the applicant has confirmed that they will provide as many social rented units on site as can be provided without grant, subject to a financial viability assessment.

6.6 Heads of Terms for the Section 106 Agreement

The development would bring extra residents to the area, which would put additional strain on local facilities. As such, a Section 106 agreement has been negotiated to offset these impacts. The following have been agreed with the applicants:

- a) Capital Contributions
 - Sustainable transport improvements - £76,300
 - A contribution towards primary school education - £109,106
 - A contribution towards health care facilities - £149,080
 - A contribution towards additional book stock at Broad Green Library - £1,690
 - A contribution to local open spaces - £73,395
- b) Inclusion of 50% of the habitable rooms to be provided as affordable housing comprising 36% social rented and 14% shared ownership.
- c) Three car parking spaces to be made available for a Car Club (car sharing scheme)
- d) The occupants of the new residential units will not be made eligible for on-street parking permits.

Townscape Issues

- 6.7 Policy UD10 of the Croydon Plan specifies that high buildings i.e. those in excess of six storeys or 25m will be permitted within the Croydon Metropolitan Centre and in the Town and District Centres subject to their merits. Although the proposed building would be predominantly over six storeys in height and would be outside a designated “High Buildings Area”, it is considered that in townscape terms an appropriately designed high building on this prominent landmark corner site would relate to its surroundings and positively contribute to the visual amenity of the locality.
- 6.8 The proposed building would have a frontage width of 77m to London Road and 68m to Bensham Lane. Out of these totals, 30m of the London Road frontage and 29m of the Bensham Lane frontage would be 7/8 storeys in height, (compared to 47m and 49m respectively under the previous refusal – 06/2431/P). The applicants have, therefore, significantly amended the scheme to reduce the massing of the 7/8 storey element of the building so that it is located just at the junction of the two main roads and would now act as a feature point, rather than the predominant built form of the building.
- 6.9 An 8 storey curved glass tower proposed at the apex of the two main road junctions would respond to the tapering shape of this part of the site and provide

an attractive and elegant form. The remaining 6 storey element fronting London Road would be consistent with the scale of the relatively new building to the north at 390 London Road and to the south at 344 London Road. On the Bensham Lane frontage the building would step down from 8 storeys to 6, to 4 and then to 3 storeys where it would be closest to the Kelling Gardens properties. This would represent a significant reduction in the scale and massing of the building from the previous refusal in relation to the Kelling Gardens properties and is acceptable.

- 6.10 At ground floor level, the small community use space would have glazed frontages to provide interest and allow the activities within to be viewed. Overall, it is considered that the architectural style and materials to be used for the proposed development would add variety and interest to the scheme.
- 6.11 Policy UD14 of the Croydon Plan specifies that all landscape associated with new development should be considered as an intrinsic part of the overall design concept and should be considered at the outset. An area of open space on the London Road frontage is now to be included within the boundary of the site (as it has been found that this land is owned by the Council). This land was previously omitted from the refused application. The land would be treated as public realm and would include a public art feature. It is considered that this area would play a crucial role in fully integrating the development into the townscape and therefore, its inclusion would significantly enhance the overall setting of the new building. The proposed planting of semi-matures trees on this land will need to be included in a Cultivation Licence between the Council and the developers.

Amenities of adjoining and nearby occupiers

- 6.12 It is not considered that the proposed development would have an adverse effect on the amenities of the occupiers of Kelling Gardens. Since the previous refusal of permission, the building has been reduced in height by a floor and has been moved away from these properties by an additional 5.5m, making a distance of at least 8m from the rear garden boundary and 20m to the nearest point of the main rear elevation of No.1.
- 6.13 The proposal would have no material adverse effects on the privacy of adjoining occupiers. There would be no windows in the north-eastern side elevation of the building facing Kelling Gardens. An acoustic screen is proposed along the north-eastern site boundary with the Kelling Gardens properties in order to ensure that their amenities are not impacted on by noise and disturbance related to movements to and from the car parking area. This would be secured via a condition. There have been no objections from the nearest residential properties in Kelling Gardens to the proposed development.
- 6.14 The Sunlight and Daylight Impact Study submitted with the application indicates that there would be no significant overshadowing or loss of light to adjoining residential properties.

Amenities of future occupiers

- 6.15 The proposed one bedroom flats would have a gross internal floor area (GIA) of between 43sqm and 58sqm, the 2 bedroom 61sqm and 89sqm, the 3 bedroom 72sqm and 101 sqm and the 4 bedroom flat between 96sqm and 118sqm. The Council does not have policies which set out minimum standards for new residential units but it does aim to ensure that new residential developments

provide an acceptable standard of accommodation for future occupiers. The size and layout of the proposed flats are considered to be acceptable.

- 6.16 The application proposes two amenity areas, plus some private balconies for the flats. These spaces account for nearly 3 times the amount of space proposed on site under the previous refusal (06/2431/P). It is considered that this level of amenity space provision is now acceptable and would serve the needs of the future occupiers.

Safety and security

- 6.17 The applicant company has not given specific details of how Secure by Design features would be incorporated into the scheme. For this reason they have accepted a condition that would require a Crime Prevention report to be submitted for approval before development commences, with the approved details being provided on site prior to the first occupation of the scheme.

Highways and Parking

- 6.18 The car parking standards in the Croydon Plan require a maximum of 1 space per flat equating to a total of 103 spaces. The Croydon Plan does not prescribe parking standards for community facilities. 53 car parking spaces are proposed being 51% of the maximum provision. Given that the site has a PTAL rating of 5 and is relatively accessible to a range of public transport services and that the applicants have proposed a Travel Plan and 3 car club spaces, it is considered that this level of parking would be acceptable. This level of provision also accords with that for the City House scheme at 420-430 London Road where the Committee resolved to grant planning permission in November 2006 (50% provision).
- 6.19 6 of the parking spaces would be designed for disabled person's use which is acceptable. Furthermore, 103 cycle parking spaces are proposed which is also acceptable.

7. ENVIRONMENTAL CONSIDERATIONS

- 7.1 The proposal would result in the development and intensification of previously developed land in accordance with national guidance encouraging the use of brownfield sites.
- 7.2 Policy UD1 of the Croydon Replacement Unitary Development Plan requires applicants for large housing schemes to submit a sustainability statement and in areas well served by public transport developments to achieve an "Eco Homes Excellent" rating. The applicants have submitted a preliminary assessment which demonstrates elements which will be incorporated into the scheme in order to achieve an Excellent Eco Homes Rating. This is acceptable.
- 7.3 Policy EP16 of the Croydon Replacement Unitary Development Plan requires a development of this scale to incorporate renewable energy facilities to provide at least 10% of the predicted carbon emissions. The scheme includes the provision of roof mounted solar heating panels and high efficiency individual gas central

heating boilers. The Environment and Sustainability Manager has indicated that the applicants have satisfactorily demonstrated that the required 10% will be met.

8. EQUALITIES CONSIDERATIONS

- 8.1 Level access would be provided into all access points. Furthermore, the building would be served by lifts. All flats have been designed to Lifetime Homes Standards and are wheelchair accessible. 12 flats are specifically dedicated for wheelchair users. 6 disabled persons car parking spaces have been provided (this equates to 11% of the overall provision).
- 8.2 There are no other equal opportunities implications arising from this proposal.

Case Officer:	Melanie Horkan
Background Documents:	2 letters of objection 1 letter of support 1 e-mail from Andrew Pelling MP in support of the application.
Contact Officer:	Mr P Mills Tel: 020 8760 5419