

Agenda Item: 6.2

This is a Major Application for which the 13 week period expires on 27/04/2007.

07/00294/P 26/01/2007 South Norwood

Application for full planning permission

Agent:
Clifford Rance Associates
6th Floor
63 Curzon Street
London
W1J 8PD

Applicant:
Tower Homes & Berrylake Ltd
22 Silver Lane
Purley
Surrey
CR8 3HG

Location: 307, 309, 311, 313 Whitehorse Lane, and, 111 South Norwood Hill, South Norwood, London, SE25

Description: Demolition of existing building, erection of three/four storey building comprising 16 two bed flats and 15 one bed flats; formation of vehicular access and provision of associated parking

Drawing No(s):

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. 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) cycle provision

Reason
To ensure an acceptable standard of development having regard to the policies of the Croydon Plan

2. The approval of the Local Planning Authority shall be obtained with respect to the following matters before the development is begun:-
 - (1) visibility splays
 - (2) any boundary walls and fences or other means of enclosing the site
 - (3) refuse collection provision
 - (4) screening to balconies

Reason: To ensure an acceptable standard of development having regard to the policies of the Croydon Plan

3. No works on site shall commence until details of the external facing materials 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.

Reason: To ensure that the appearance of the development is satisfactory in accordance with Policy UD3 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

4. A landscaping scheme to include existing and proposed planting shall be submitted to the Local Planning Authority for approval before the development is begun; when approved, the 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 the policies of the Croydon Plan

5. Before the development is begun an ecological report including a survey for stag beetles shall be carried out to the approval of the Local Planning Authority. The development shall only be carried out in accordance with approved measures.

Reason to provide an assessment into the possibility of protected species on the site .

6. 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)

7. 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. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. If such requirements are to be provided by means of a biomass boiler in full or part, details shall also be provided to demonstrate that the boiler will be used, which shall include a commitment to maintain the boiler and details of how a long term fuel supply can be secured and delivered. The approved scheme shall then be provided in accordance with these details prior to the first occupation of the development and thereafter retained and used for energy supply 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)

8. Details of a Travel Plan shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. Once approved the Travel Plan shall be implemented prior to the first occupation of

the building.

Reason

To ensure compliance with T2 of the Adoption Draft Replacement Unitary Development Plan (the Croydon Plan)

9. Before the development is begun a report of historical uses of the site shall be carried out to the approval of the Local Planning Authority, to provide an assessment into the possibility of soil contamination.

If the report indicates the possibility of soil contamination 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)

10. An air quality assessment shall be carried out to the approval of the Local Planning Authority before the development is begun and any remedial measures identified in the assessment as being necessary to maintain a suitable internal environment shall be carried out to the approval of the Local Planning Authority before the development is occupied.

Reason: To ensure that an acceptable standard of development is provided and maintained in accordance with Policy EP1 of the Croydon Replacement Unitary Development Plan (the Croydon Plan)

11. 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 SP3, UD1, UD2, UD3, UD6, UD7, UD8, UD13, UD15, SP4, RO12, EP1, EP16, T2, T3, T4, T8, T11, SP18, H13 and H2.

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
- (i) the safety and security of buildings and the spaces around them
- (j) accessibility to buildings
- (k) the housing policies of the development plan
- (n) sustainability issues

and having regard to all other matters raised.

Ward: South Norwood PLANNING COMMITTEE

Lead Officer: Head of Planning Control.

26 April 2007

**Application Number 07/00294/P: 307-309,311-313 Whitehorse Lane and 111
South Norwood Hill**

1. SUMMARY

- 1.1 This application relates to the demolition of existing building, erection of three/four storey building comprising 16 two bed flats and 15 one bed flats, the formation of a vehicular access and provision of associated parking

2. RECOMMENDATIONS

- 2.1 Grant planning permission subject to the conditions and reasons set out in the agenda and the prior completion of a Section 106 legal agreement relating to contributions towards local open space, education, health and sustainable transport.
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3. BACKGROUND

(a) Site Description

- 3.1 The site is located on the corner of Whitehorse Lane and South Norwood Hill. The site comprises 5 adjacent properties at which land levels rise steeply (approximately 6m) from street level to the rear of the site. Nos. 307-309 Whitehorse Lane are 1920s semi-detached white rendered properties. Nos 311- 313 are a pair of three bedroom 3 storey properties constructed in the 1970s with a tarmac parking area to the front. No 111 South Norwood Hill is a two storey 1920s detached white rendered detached building converted into 2 flats. The rear of the site adjoins a communal garden area known locally as "The Meadow". The site has an area of 0.24 hectares.
- 3.2 Whitehorse Lane and South Norwood Hill are both London Distributor Roads and the area is residential characterised by family housing and flats. Purpose built flats is located opposite the site in South Norwood Hill.

- (b) Relevant Planning History
- 3.3 05/1478/P-Demolition of existing buildings; erection of three/four/five storey building to include basement parking comprising 20 two bedroom, 22 one bedroom and 1 three bedroom flats; formation of vehicular access and provision of associated parking- withdrawn July 2005.
- 3.4 06/00745/P-Demolition of existing buildings; erection of three/four/five storey building to include basement parking comprising 21 two bedroom and 22 one bedroom flats; formation of vehicular access and provision of associated parking – Refused by Planning Committee in July,2006 for the following reasons and is now subject to an appeal:
1. The proposal would represent an over-development of the site, out of keeping with the character of the locality by reason of its overall size and scale and excessive density and would thereby conflict with Policies SP1, UD3, H2, H9 and H10 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).
 2. Inadequate provision is made for car parking within the site and would be likely to give rise to additional on-street parking and would thereby conflict with Policies T2 and T8 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).
- 3.5 (c)Proposal
This application is for the demolition of the 5 existing buildings and their replacement with a development comprising the erection of three/four storey building of 16 two bed flats and 15 one bed flats. This would include basement parking and the provision of 27 parking spaces mainly in an underground carpark. The floor area for the development would be 1771m²
- 3.6 The proposal would have a frontage width of 44m along Whitehorse Lane and 15m along South Norwood Hill. There would be an overall height of 12.5m and an overall depth of 17.8m in Whitehorse Lane. Along South Norwood Hill this would be 10.2m in width, 11.5m high and 10.8m in depth.
- 3.7 There would be a single access to the carpark located 4.7 m from the flank boundary with no. 305 Whitehorse Lane. A total of 27 parking spaces including disabled spaces would be provided and cycle storage for 31 bikes.
- 3.8 The design would be contemporary and the materials to be used would be primarily brickwork with timber cladding, galvanized steel and aluminum roofs.
- 3.9 The application has been accompanied by a Planning and Design Statement, a Sustainability Report and a Transport Assessment.
- 3.10 The application has been revised during consideration by amendments to the parking layout increasing it from 22 to 27 spaces.

4. PLANNING POLICIES

- 4.1 The relevant policies of the Croydon Replacement Unitary Development Plan are SP3, UD1, UD2, UD3, UD6, UD7, UD8, UD13, UD15, SP4, RO12, EP1, EP16, T2, T3, T4, T8, T11, SP18, H4, H9 and H13.

5. CONSULTATIONS

- 5.1 The application has been advertised in the press as a major application and 283 adjoining properties have been consulted. A site notice has also been displayed. 142 letters of objection have been received from 129 properties. The issues raised are as follows:
- (a) The existing properties are of enduring interest and should not be demolished.
 - (b) It would increase overlooking and loss of privacy and restrict natural light and sunlight into the adjoining properties and gardens
 - (c) It would lead to increased noise in the area and reduced security- there is a lack of car parking for the development and the car club is likely to be only a gimmick.
 - (d) subsidence work has already been carried out at adjoining housing and new excavations will increase the likelihood of further movement in the subsoil
 - (e) It would result in further traffic congestion which would be even worse when there is football at Crystal Palace; it would increase the number of accidents and be a danger to pedestrians especially as it is close to a junction and bus stop
 - (f) The excessive height and design will dominate the surrounding properties and are not appropriate to the general housing of the area
 - (g) The design is completely out of character and not sympathetic with the area
 - (h) The loss of 5 well designed family houses should be resisted and there would be a lack of open amenity space for the additional residents
 - (i) It would result in the loss of well established trees and an ecological survey is required in case of stag beetles
 - (j) The additional dwellings would put an unacceptable strain on the private leisure land, and overuse of the shared garden area
 - (k) It would result in an overdevelopment of the site
 - (l) There is at present an irregular water supply and problems with water seepage
 - (m) Traffic fumes would be increased at the junction and could cause health problems for asthmatics.
 - (n) The extra people will overstretch demand for dental and hospital appointments and schools are already oversubscribed
 - (o) It would be difficult for emergency vehicles entering and exiting the site.
- 5.2 The Meadow Community Association objects to the scheme. A summary of the issues raised are as follows:
- (a) The increase of density in an area of good quality family housing is unacceptable on this small site and would destroy established plot widths and frontages of the area
 - (b) The type of small flats is inappropriate for the area for which there is little demand in the area and there is no consideration for the families that live in the area
 - (c) there is still a lack of parking for the all the flats provided
 - (d) The area is an accident black spot at this junction and the transport assessment is misleading with regard the number of cars likely to arise from the scheme.

- 5.3 A letter of objection has been received from the Elm Park Estate Residents Community Association. A summary of the issues raised are as follows
- (a) the scale of development is too much and out of character
 - (b) it would increase congestion at the busy junction
 - (c) the higher density development would increase the traffic and congestion.
 - (d) The loss of trees in clearing the site as they are needed to absorb traffic noise and fumes
 - (e) the basement development could impede water dispersal
- 5.4 2 letters of objection have been received from the Norwood Society. A summary of the issues raised are as follows.
- (a) the size and height and mass of the building are out of character with the area
 - (b) The amenity for residents is minimal
 - (c) the access would increase congestion and the likelihood of accidents
- 5.5 Councillor Sue Bennett has referred the application to Committee on the grounds that it would result in overdevelopment, be out of character and have inadequate parking.
- 5.6 Malcolm Wicks MP has raised concerns regarding the loss of 5 family houses and that the number of flats would be an overdevelopment of the site. The parking is not adequate and the traffic flow is extremely high in this area.

6. CONSIDERATIONS

- 6.1 The main considerations of this proposal are:
- (a) the residential density
 - (b) the impact of the development on the visual amenity of the locality
 - (c) the impact of the development on the residential amenity of adjoining occupiers and on the future occupiers
 - (d) parking and highway issues
- 6.2 Density
Policy H9 of the Croydon Plan requires that on sites of 0.25 ha or above density is a consideration. The site has an area of less than this (0.24ha) and this policy would not, therefore, strictly apply. Nevertheless, the net residential area used for density purposes (including 6.1m of the adjoining road frontage) is 0.28 ha. This would result in 279 habitable rooms per hectare (hrh) in an area close to an area of high density as designated in the Croydon Plan. This would be within the range of 160hrh to 300hrh for mixed housing schemes set out in the Plan. Having regard to the policies of the Croydon Plan, the principle of development on this site is acceptable. The mix of one and two bedroom units is also acceptable.
- 6.3 Visual Amenity of the Locality
The application differs from the previous refused scheme as the top storey has been removed from the proposed development and the maximum height would now be four storeys. The massing and the height of the building fronting Whitehorse Lane is considered to be acceptable and to be appropriate at this prominent corner location. The contemporary design of the proposed flats is also considered to be acceptable. The appearance of the development would contrast with that of the more traditional houses adjacent to the site but there would be an acceptable massing transition in the street scene. The

development would also respect the building lines in both road frontages. It is considered that the proposal accords with Policy H2 of the Croydon Plan with regard to new housing developments respecting the character of residential areas.

6.4 Some trees would be lost but these are not are considered worthy of retention. A comprehensive landscape scheme would ensure a satisfactory appearance to the development.

6.5 Residential Amenity of existing Occupiers

The proposed development generally respects the footprint of the existing buildings along Whitehorse Lane and South Norwood Hill. The flank of the proposed development would be approximately 1.8m from the flank of 113 South Norwood Hill at its closest point and it is not considered that the scheme would adversely affect the light to this property. On the opposite flank there would be a separation distance of 4.7m to the flank of no.305 Whitehorse Lane and the development would have a satisfactory relationship to this property. As a result it is not considered that the scheme would have has a detrimental impact on adjoining properties with regard to overlooking or visual intrusion.

6.6 Residential Amenity of future Occupiers

The floor areas of the flats vary from 45m² to 87m² and in principle the internal layouts are satisfactory. All of the flats would have balconies or access to the garden areas including a shared garden area for exclusive use of residents (607m²). This would be next to the communal garden area known as the Meadow that is shared by the residents surrounding it. The occupiers of the existing dwellings have access to the Meadow and the applicant is seeking to have access for the occupiers of the proposed flats too. However, irrespective of this the rear amenity provision for this development is considered to be acceptable.

6.7 Parking and Servicing

The site is in an area with a PTAL accessibility of 3. The PTALs in London have recently been updated by Transport for London and this has resulted in this area have a higher rating than reported for the previous application. This site is therefore considered to have a moderate level of accessibility to public transport links (previously the site had a PTAL rating of 2). A total of 27 car parking spaces would be provided comprising of 2 car club spaces, 3 disabled spaces and 22 other private resident parking spaces. It is considered that due to the provision of a car club, cycle parking and provision of a Travel Plan, (this being made a condition of any planning permission granted), that this level of car parking would be acceptable. Compared to the previous scheme the parking has increased by 5 spaces and the number of flats reduced by 12. As a result it is considered that the number of parking spaces is now acceptable for the numbers of flats proposed.

6.8 Cycle parking is proposed for 31 cycles. and is also considered to be satisfactory. A refuse collection strategy is proposed. This strategy will help manage refuse collection to minimise impact on the road network such as operating outside peak hours, and trucks will have two collectors. Although it is not ideal for refuse trucks to stop at this location, the refuse collection strategy will be an improvement on the existing situation for 5 separate dwellings. The proposed access gates are to be more than 6m back from the highway boundary and this will enable a vehicle to park in front of the gates while they are being opened without obstructing either the carriageway and/or the public

footway. The vehicular access along Whitehorse Lane is considered to be acceptable. The developers have offered a contribution of £21,700 towards sustainable transport – of which £20,100 would be used for the setup of the car club.

6.9 Affordable Housing

The proposal is intended to be 100% shared ownership housing for Tower Homes. The Housing Department has indicated that they are satisfied with this provision. As a result, it is considered this satisfies Policy H13 of the Croydon Plan.

6.10 Other Section 106 Contributions.

The applicants have also agreed contributions of £13,700 towards open space enhancement, £11,237 to primary education, and £28,600 to health care provision.

6.11 Other Issues

It is recommended that conditions be imposed in the event of approval with regard to wildlife protection, air quality and soil contamination

7. ENVIRONMENTAL CONSIDERATIONS

7.1 It is considered that the Sustainability report is very good in terms of demonstrating its commitment to Ecohomes Excellent and renewable energy at this stage. It includes the use of green roofs and photovoltaic panels. The usual conditions regarding EcoHomes and renewables are suggested.

8. EQUALITIES CONSIDERATIONS

8.1 The entrances to the flats have ramped disabled access and flats 2 and 3 at ground floor level are designed for wheelchair residents. 3 disabled parking spaces are provided.

Case Officer: Kieran Gilmore

Background Documents: 142 letters of objection
Letters of referral from Councillor Bennett
Objection from Malcolm Wicks MP
Letter from Meadow Community Association
Letter from Elm Park Estate Residents Community Association
Letter from the Norwood Society
Memo from Housing

Contact Officer: Mr. P. Mills 020 8760 5419