

Planning Committee

Meeting held on Thursday, 16 May 2024 at 6.30 pm in Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Michael Neal (Chair);
Councillor Clive Fraser (Vice-Chair);
Councillors Ian Parker, Leila Ben-Hassel, Lara Fish, Sean Fitzsimons,
Mark Johnson, Humayun Kabir, Ellily Ponnuthurai and Holly Ramsey

Also Present: Councillor Danielle Denton

Apologies: Councillor Simon Brew, Mohammed Islam and Appu Srinivasan

PART A

18/24 **Minutes of Previous Meeting**

RESOLVED that the minutes of the meetings held on Thursday 21 March 2024 and Thursday 4 April 2024 be signed as correct records.

19/24 **Disclosure of Interest**

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

20/24 **Urgent Business (if any)**

There was none.

21/24 **Development presentations**

There were none.

22/24 **Planning applications for decision**

23/24 **22/03825/FUL - 111 - 113 Brighton Road, South Croydon CR2 6EE**

Demolition of car dealership and erection of a part 3, part 4 storey building comprising 24 residential units with landscaping, public realm improvements, and associated works.

Ward: South Croydon

The officer presented details of the planning application and in response to members' questions explained that:

- To address resident flood risk, the ground floor level of the entire scheme has been elevated and measures have been implemented to ensure step-free access around the site can be retained following the raising of the ground floor level.
- Energy Efficiency, paragraphs 8.98 to 8.100 of the officer's report, the development includes photovoltaic panels on the roof and an air source heat pump. While this does not achieve zero carbon on site, the developer will make a financial contribution of £22,372 to offset the remaining carbon, as verified by the environmental officer.
- Historic England has raised no objections regarding archaeology. As per Condition 6, before commencing work, the applicant must submit a written scheme of investigation detailing how archaeological exploration will be conducted. This process will follow standard Historic England guidelines and relevant legislation. Any archaeological findings, such as foundations or skeletons, will be handled appropriately, with low value finds recorded and left, and significant finds requiring further investigation and police involvement if necessary.
- There is a policy requirement for zero parking in this development, in line with the London Plan. Data suggests approximately 12 parking spaces may be needed for the 24 flats however an on-site car club space is generally considered to reduce demand for 10 parking spaces in Croydon, and there is also a blue badge space on site. The government's national website suggests a car club bay could replace around 22 private cars. . The area does have high parking stress however there is some capacity for overspill parking of 1-2 cars if required. Future residents will not be eligible for CPZ permits (if one is introduced in the future) to ensure compliance with the car-free policy.
- The Car Club, operated by companies like Enterprise, will be in the open garage on the ground floor, accessible from Haling Road. The developer will cover the membership cost for all residents for three years. Residents can book through an app, providing convenient access to the Car Club services.
- The First Homes, provided by the developer, are located on the ground floor of the scheme. These homes will be sold at a discount, with legal requirements in place to ensure the discount is secured in perpetuity.
- The development has hedging all the way along the Hayling Road frontages. The raising of the building to introduce a long ramp that goes to the bin store for collection means there is only space for a small amount of hedging on the Brighton Road frontage.

- The development includes solar panels as indicated in the plans, which are accounted for in the carbon offsetting contribution.
- The width of new pavement on Haling Road is within the site boundary, it does not impact the width of the road.
- The side elevation with decorative screening is a design feature, which offers privacy to the residents and is an improvement in comparison to the existing frontage on Haling Road. The rear will consist of a garage entrance with two and three storey height building above. The block is well designed and makes a positive contribution to the street scene, this is an improvement compared to the existing building.
- In terms of defensive space, the pavement is roughly 1.5 metres wide, and the area of hedging beyond that is 1.4 metres. This is a substantial defensible space around both space and sides of Hayling Road.
- Originally there were two blue badge car parking spaces proposed in this location, however there is only a requirement for one blue badge parking space to be provided at the outset for a development of this size, which is positioned alongside the car club space in the garage.
- The report suggests if a second blue badge is required, which is a possibility, the car club space would move onto the road and the council would arrange separately where that would be located. However, this is not what has been proposed.
- The proposed development has two wheelchair accessible units. The requirements is for 10% wheelchair accessible units (which has been achieved) and 3% blue badge spaces (which has been achieved).
- The ramp to the refuse store was an addition due to raising the ground floor building. It has been confirmed by the waste team that the two-metre wide ramp and the gradient is acceptable for collection.
- Officers thinking is that a three-storey building with the 4th floor set back is an appropriate response to the lower density of the surrounding area. Neighbouring dwellings are generally 2 stories with a pitched roof.
- The development's balconies offer private amenity space and are designed with high-quality aluminium railings to match the windows. Should members desire, a more decorative style for the balcony can be considered, although the current design is the proposed one.
- Housing team work with registered providers to put people into housing. First Homes falls outside of their remit so discussions have not taken place with them specifically in relation to this scheme.
- First homes are not mentioned in the London plan and Croydon Local Plan. They were introduced by Government after those documents had been drafted.
- The National Planning Policy Framework identifies First Homes as the government's preferred intermediate affordable housing tenure. The council requires a minimum of 15% of habitable rooms to be affordable. Initially, this scheme included no affordable housing. After consulting with providers, who were uninterested due to the scheme's small scale, it was decided that First Homes would be the best alternative. Consequently, four flats (15% of habitable rooms) are proposed: three

1–2-bedroom units and one 3-bedroom unit. This 15% is both the minimum acceptable and the maximum the developer can offer.

- There is a likelihood that 10 new trees would be in planters due to being on site, around the edge and some within the internal courtyard.
- The applicant has provided an overheating assessment using standard methodology. Key design components include ensuring most units are dual aspect for natural ventilation. Proposed trees will be planted around the site's edge, with details on whether they will be in large tree pits or directly in the ground, yet to be determined.
- The applicant conducted thermal modelling to assess current and future overheating scenarios, promoting designs with built-in resilience. Shading from balconies, rather than their projection, is also considered in the design.
- Measures have been put in place, including a noise assessment and an overheating assessment with windows closed. This considers the impact of being on a main road, where open windows at night might be impractical due to noise from traffic. The assessment ensures residents' comfort despite these challenges.

Nicholas Kyprianou spoke against the application, Leslie Short spoke in support of the application and Ward Member Councillor Denton addressed the Committee with his/her view on the application. After the speakers had finished, the Committee began the deliberation, during which they raised the following points:

- The site requires development to provide new homes. The proposal includes 23 family homes, with nine of them having three bedrooms. The development will consist of flats intended for private sale rather than rental or mixed use.
- The report recognises limited amount of overlooking and breach of guidelines for daylight.
- People are upset about the traffic and the parking.
- There is insufficient affordable housing and inadequate discussion on housing regeneration. Corporate collaboration between housing and planning departments is needed, rather than solely relying on evidence provided by the developer.
- Housing teams were not consulted on this development. Meetings with MP's took place and had to talk about affordable housing in Croydon with housing colleagues.
- GLA sets out the requirements for viability appraisals.
- The development provides some family homes as well as one-bedroom flats, which goes towards the housing target. It has energy efficiencies, which is sustainable.
- The development raised concerns around optimisation and impacts it will have on life choices of young people who would want to be a homeowner.
- Priority should be given to people who are in very poor housing situations with temporary accommodation.

- Condition 7 is submission of materials including details of external balustrades.

The substantive motion to GRANT the application based on the officer's recommendation was proposed by Councillor Parker. This was seconded by Councillor Fish.

The motion to grant the application was taken to a vote and carried with 5 Members voting in favour, 4 Members voting against and 1 abstention.

The Committee RESOLVED to GRANT the application for 111 - 113 Brighton Road, South Croydon, CR2 6EE.

24/24 **Items referred by Planning Sub-Committee**

There were none.

25/24 **Other planning matters**

There were none.

26/24 **Weekly Planning Decisions**

RESOLVED to note the weekly Planning decisions as contained within the report.

The meeting ended at 8.36 pm

Signed:

Date:

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