



Appeal Decision

Site visit made on 11 July 2017

by Gwyn Clark BSc DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 06 September 2017

Appeal Ref: APP/L5240/W/17/3174179

**The Stag and Hounds Public House, 26 Selsdon Road, South Croydon
CR2 6PB**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Robert Turner of Turnbull Land Ltd against the decision of the Council of the London Borough of Croydon.
 - The application Ref 16/05489/FUL, dated 24 October 2016, was refused by notice dated 30 January 2017.
 - The development proposed is demolition of the existing building and erection of a block of 7 apartments (comprising 1 x one bed, 4 x 2 bed and 2 x 3 bed) and a pair of 3 bed semi-detached properties, with associated access and parking.
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Decision

1. I allow the appeal and grant planning permission for the demolition of the existing building and erection of a block of 7 apartments (comprising 1 x one bed, 4 x 2 bed and 2 x 3 bed) and a pair of 3 bed semi-detached properties, with associated access and parking at The Stag and Hounds Public House, 26 Selsdon Road, South Croydon CR2 6PB in accordance with the terms of the application Ref 16/05489/FUL, dated 24 October 2016, subject to the attached schedule of conditions.

Main Issues

2. The main issues in this appeal are (i) the effect of the development on the character and appearance of the area and (ii) whether or not the proposed car parking provision would be acceptable in terms of highway safety.

Reasons

Effect upon the character and appearance of the area

3. The Stag and Hounds Public House is a unique, classically designed three storey building prominently located on Selsdon Road. It stands on the corner of Selsdon Road with Cliffe Road, a short distance from the South End local shopping centre and close to the South Croydon railway station. It has flat roofed extensions to the side and rear with a small car park behind.
4. In the main the buildings facing Selsdon Road are in rows three storey in height. They are in mixed use with largely commercial activities at ground floor. The building next to the Public House is just two storeys in height and

provided with a hipped roof. Although in commercial use the building has more of a domestic scale and appearance.

5. Cliffe Road on the other hand is a short, relatively narrow truncated road which gives access to two rows of attractive terraced houses. Opposite the car park a recent two storey residential development has taken place filling a gap in the street.
6. The Public House has a rather striking appearance and is very prominently located on Selsdon Road. It does however appear rather isolated and the street appears somewhat fractured due to the large gaps that exist in the street frontage. This is in marked contrast to the general character of the area where an almost continuous built up frontage is maintained.
7. The proposed development would be of sufficient scale to provide a focal point for this part of Selsdon Road but without being too dominant or imposing. The focus would be a tall 4 storey central section which would provide a pivot around which the development turns the corner. The significant change in height between this and the 2 storey element along Selsdon Road would add interest to the street scene and the hipped style of roof would allow it to sit comfortably with its neighbour. The traditional style and formal appearance of the elevation would assimilate with its surroundings. The closure of the gap on Selsdon Road would be a positive improvement to the general character of the area.
8. Along Cliffe Road the development would also have an attractive enclosing effect at the point just before the road turns sharply to the left. The pair of semi-detached houses constructed slightly lower than the main development would provide a bridge between it and the traditional terraced houses beyond and they would follow the traditional pattern set back slightly from the pavement. The overall effect would be to create a new and traditionally designed street that would complement the existing rows of terraced houses.
9. Consequently I find the development overall to be consistent with policies UD2 and UD3 of the Croydon Replacement Unitary Development Plan (2006) (CRUDP), reinforcing the existing pattern of development in the local area and providing active street frontages. It would significantly improve the character of the area and so meet the terms of policy SP4.1 of the Croydon Local Plan Strategic Policies (2013) (CLPSP) and the design aspirations of policies 7.4 and 7.6 of the London Plan.

Effect on highway safety

10. The development has been purposely designed to be a car-free scheme. The only provision made within it for car parking is a single space for use by disabled persons.
11. The main thrust of policy T8 of the CRUDP is to restrict the amount of new car parking in new development in order to promote sustainable transport choices and to reduce the growth in the number of motorised journeys. This strategy is shared by the London Plan which, in policy 6.12, promotes a shift from private cars to more sustainable modes of transport, and again in policy 6.13 which seeks to prevent excessive car parking provision that can undermine cycling, walking and public transport use. Where parking

standards were applied they established a maximum rather than a minimum requirement. Policy SP8.1 of the CLPSP applies a presumption in favour of new transport schemes and sustainable transport choices.

12. Both policy documents establish a link between the level of accessibility to public transport and the level of car parking to be provided in any new development. The CRUDP indicates that where public transport accessibility is particularly good then low or zero parking provision for residential development would be encouraged. However they both identify that all development should provide car parking for the disabled.
13. The appeal site lies in an area with a PTAL rating of 5 which indicates a high degree of accessibility. This reflects the fact that the site is very close to a wide range of services and facilities which include public transport options. The fact that the development offers no general car parking is therefore consistent with the relevant policies of the development plan.
14. It is reasonable to assume that the majority of the units of accommodation provided within the development would be occupied by families but as no car parking is provided then the dwellings are unlikely to be attractive to families who rely on a car for their transport needs. A condition has been suggested to deter applications for a car parking permit from residents. However I find no evidence to demonstrate that significant harm would arise to highway safety or the living conditions of those living in the local area resulting from the development. In particular I consider that there would be no significant risk posed to highway safety as a result of the development only meeting the need for parking for the disabled, and that the development is therefore consistent with development plan policies.

Conditions

15. The Council has suggested a number of planning conditions which I have considered against the advice in the PPG and retained Annex A (model conditions) of former Circular 11/95: Use of Conditions in Planning Permission. I have applied these conditions to the planning permission and have amended some for clarity.
16. Condition 2 has been applied to provide certainty as to what has been granted planning permission. Conditions 3, 4 and 5 have been applied in the interest of the appearance of the area and general amenity. Condition 6 to ensure drainage and flood prevention measures are undertaken, and Condition 7 is imposed in order to ensure that anything of archaeological interest found on the site is properly recorded.
17. Condition 8 is to ensure that the disabled car parking space is provided, and 10 to ensure that a level access is retained. Condition 9 is imposed in order to protect local residents from unreasonable disruption during the construction of the development. Conditions 11 and 12 are imposed to promote a sustainable use of energy.

Conclusion

18. For the reasons given above and taking into account all other matters raised I conclude that the appeal should be allowed.

Gwyn Clark

INSPECTOR

Schedule of Conditions

1. The development hereby permitted shall begin not later than 3 years from the date of this decision.

2. The development shall be carried out entirely in accordance with the approved drawings 311.PL1, 312.PL1, M739_201.PL1.1, 315.PL1, 314.PL1, 313.PL1, M739_204.PL1, M739_202.PL1.1, M739_203.PL1, 411.PL1, 102.PL1, M739_205.PL1.

3. Prior to the commencement of the development the approval of the Local Planning Authority shall be obtained with respect to the following matters:-

- (1) boundary treatments, enclosures and gates to amenity space
- (2) balustrading
- (3) finished floor levels
- (4) cycle parking spaces and storage
- (5) refuse store
- (6) weather vane
- (7) privacy screening
- (8) obscure glazing

Development shall take place in accordance with the approved details which shall be thereafter retained.

4. No works shall commence until details of the external facing materials, including samples, 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.

5. Prior to commencement of works on site full details of a hard and soft landscaping scheme, including the following, shall be submitted to and approved by the Local Planning Authority in writing:

- a) existing planting to be retained
- b) areas of new planting
- c) details of species, size and density of new planting
- d) hard landscaping including paths and open area(s) including details of materials
- e) amenity space
- f) landscaping on the frontage

The approved hard landscaping shall be completed on site before occupation. The soft landscaping shall be completed by the end of the first planting season following completion of the development. All planting 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.

6. Prior to commencement of works on site full details of a sustainable urban drainage systems and building resilience measures for flooding 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.

7. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) for archaeology has been submitted to and approved by the local planning authority in writing. This shall include the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. Development shall take place in accordance with the agreed WSI.

If heritage assets of archaeological interest are identified by stage 1 then a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. This shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. Development shall take place in accordance with the agreed Stage 2 WSI.

8. The development hereby approved shall not be occupied until the disabled parking space has been laid out within the site in accordance with the approved plans. The parking area shall be permanently retained exclusively for its designated purpose.

9. Prior to the commencement of any building or engineering operations, a Construction Logistics Plan shall be submitted to the Local Planning Authority for approval in writing. The Plan shall include the following information for all phases of the development, which shall only be implemented as approved:-

(1) hours of deliveries,

(2) parking of vehicles associated with deliveries, site personnel, operatives and visitors,

(3) facilities for the loading and unloading of plant and materials,

(4) details of the storage facilities for any plant and materials,

(5) the siting of any site huts and other temporary structures, including site hoardings,

(6) details of the proposed security arrangements for the site,

(7) details of the precautions to guard against the deposit of mud and substances on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed free of mud and similar substances prior to entering the highway.

(8) details outlining the proposed range of dust control methods and noise mitigation measures during the course of construction of the development, having regard to Croydon Councils 'Code of Practice on Control of Pollution and Noise from Construction sites', BS 5228, and the 'London Best Practice Guidance to Control Dust and Emissions from Construction and Demolition'.

10. Prior to the occupation of the development, level access shall be provided as specified in the application and retained as such for the lifetime of the development.

11. The dwellings shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 19% in carbon dioxide emissions when compared to the minimum Target Emission Rate requirements of the Building Regulations 2010 in accordance with details which shall be submitted to and approved in writing by the local planning authority. The development shall be maintained as such thereafter.

12. The dwellings shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of the Building Regulations 2010. The development shall be maintained as such thereafter.

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