

**SECTION '3' – Applications recommended for PERMISSION, APPROVAL or CONSENT**

**Application No : 10/03080/FULL1**

**Ward:  
Penge And Cator**

**Address : 101 Croydon Road Penge London SE20  
7SX**

**OS Grid Ref: E: 535074 N: 169513**

**Applicant : ALDI Stores LTD**

**Objections : YES**

**Description of Development:**

Single storey building with lower ground floor storage floorspace (within south-east part) comprising retail store with 41 car parking spaces and servicing at 97 - 101 Croydon Road and 1 Elmers End Road

**Proposal**

Planning permission was granted under application ref. 08/02694 for a two storey building with basement car parking and storage comprising 1 one bedroom and 8 two bedroom flats and one retail unit (class A1). It is now proposed to remove the flats from the scheme for viability reasons and the building will be reduced in height by one storey.

The L-shaped building will incorporate a 770m<sup>2</sup> retail unit at first floor level (reduced from 790m<sup>2</sup> previously proposed) and a 305m<sup>2</sup> storage area at ground floor level (increased from 148m<sup>2</sup> following the removal of the car parking relating to the previously proposed flats). Car parking will be increased from 40 spaces to 41 spaces. The elevational treatment of the building will be broadly similar to that of the previously approved scheme.

The application is accompanied by a Planning and Retail Statement, a Design and Access Statement, a Transport Assessment and a Renewable Energy Source Feasibility Statement.

**Location**

The proposed development will be located on the 0.25ha site of the former Robin Hood pub (destroyed by fire) and the former Robin Hood car sales showroom and existing Robin Hood car repair/servicing centre.

The surrounding area is urban in character and there are commercial and retail uses nearby as well as residential properties. Residential development is characterised by larger detached houses, some of which have been converted to flats, as well as purpose built blocks of flats and semi-detached and terraced houses. Sherborne Court, a large seven storey block of flats, is located on the opposite side of Elmers End Road. There is a shopping parade opposite the site on Croydon Road comprising a hair salon, café, launderette, newsagents/off-licence, pharmacy and bookmakers.

### **Comments from Local Residents**

Nearby residents were notified of the application and representations were received which can be summarised as follows:

- untidy site
- lack of consultation regarding current car wash and car rental use of site
- area is adequately served by supermarkets / Lidl has opened in Penge since previous permission granted
- increased traffic at busy junction
- detrimental impact on highway and pedestrian safety
- vehicular access / egress arrangements appear inadequate
- 8 fatal accidents at junction this year
- inadequate car parking / increased demand for on-street parking
- cars will park across access to No. 11 Elmers End Road
- location unsuitable for large delivery lorries
- increased noise and disturbance

### **Comments from Consultees**

There are no objections in terms of highways.

There are no technical Environmental Health objections.

The refuse arrangements are considered acceptable.

### **Planning Considerations**

The main policies of the Bromley Unitary Development Plan considered to be relevant to this application include:

- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T18 Road Safety
- BE1 Design of New Development
- S7 Retail and Leisure Development

In strategic terms the most relevant London Plan policies are:

- 3A.3 Maximising the potential of sites
- 3D.1 Supporting town centres
- 3D.3 Maintaining and improving retail facilities
- 4A.1 Tackling climate change
- 4A.2 Mitigating climate change
- 4A.3 Sustainable design and construction
- 4A.7 Renewable energy
- 4B.1 Design Principles for a Compact City
- 4B.8 Respect local context and communities.

The proposal is acceptable in terms of sustainable development and renewable energy.

### **Conclusions**

It is considered that the main issues relevant to the determination of this application are the impact of the proposal on the visual and residential amenities of the area, the impact of the proposal on the viability and vitality of existing retail centres and the impact on the local highway network. In particular, consideration should be given to the impact of the revisions to the scheme approved under application ref. 08/02694, which can be summarised as follows:

- removal of first floor and 6 residential flats
- reduction in amount of retail floorspace
- increase in amount of lower ground floor storage space
- revision to car parking layout including addition of 1 car parking space
- elevational alterations.

Planning permission has previously been granted for a similar development incorporating a slightly larger retail floorspace and the scheme can be considered an improvement in terms of any impact on nearby retail centres. The acceptability of the access and servicing arrangements has been established through the previous planning permission. A revised car parking layout has been proposed to incorporate 1 additional car parking space and is considered acceptable in highways terms. The removal of the first floor and six flats will reduce the bulk and visual impact of the building, particularly when viewed from No. 3 Elmers End Road. The design of the building is otherwise broadly consistent with the previously permitted scheme.

The proposal is considered acceptable.

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACA04  | Landscaping Scheme - full app no details |

	ACA04R	Reason A04
3	ACA07	Boundary enclosure - no detail submitted
	ACA07R	Reason A07
4	ACC01	Satisfactory materials (ext'nl surfaces)
	ACC01R	Reason C01
5	ACC03	Details of windows
	ACC03R	Reason C03
6	ACD02	Surface water drainage - no det. submitt
	ADD02R	Reason D02
7	ACH03	Satisfactory parking - full application
	ACH03R	Reason H03
8	ACH16	Hardstanding for wash-down facilities
	ACH16R	Reason H16
9	ACH19	Refuse storage - implementation
	ACH19R	Reason H19
10	ACH23	Lighting scheme for access/parking
	ACH23R	Reason H23
11	ACH29	Construction Management Plan
	ACH29R	Reason H29
12	ACK03	No equipment on roof
	ACK03R	K03 reason
13	ACK09	Soil survey - contaminated land
	ACK09R	K09 reason
14	ACI21	Secured By Design
	ACI21R	I21 reason

15 Before any works on site are commenced, a site-wide energy strategy assessment shall be submitted to and approved by or on behalf of the Local Planning Authority. The results of this strategy shall be incorporated into the final design of the buildings prior to first occupation. The strategy shall include on-site renewable energy generation sufficient to provide 20% of the predicted energy requirements of the development or other amount as may be agreed in writing by the Local Planning Authority.

**Reason:** In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 4A.7 of The London Plan.

16 The proposed customer car park shall be kept available for use by the general public at all times when the retail shop hereby permitted is open for business.

**Reason:** In order that the development does not harm the viability of the nearby shopping parade and to comply with Policy S7 of the Unitary Development Plan.

17 Prior to the commencement of the development hereby permitted details of a 'yellow box' hatch marking across the store car park entrance in Croydon Road shall be submitted to and approved in writing by or on behalf of the Local Planning Authority and the marking shall be implemented prior to the store first opening.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interests of vehicular and pedestrian safety.

18 Prior to commencement of the development hereby permitted details of a bus stop on Croydon Road shall be submitted to and approved in writing by or on behalf of the Local Planning Authority and the bus stop shall be

relocated in accordance with the approved details before commencement of works on the site and shall be permanently maintained thereafter.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interests of vehicular and pedestrian safety.

19 Before any part of the development hereby permitted is first occupied, bicycle parking (including cycle parking to the front of the store) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

**Reason:** In order to comply with Policy T7 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

20 Details of barriers/bollards to control access to the residential parking area shall be submitted to and approved in writing by or on behalf of the Local Planning Authority and shall be implemented before any part of the residential development is first occupied.

**Reason:** In order to comply with Policy T3 of the Unitary Development Plan.

21 Details of the management of the use of the trolley area to the front of the store shall be submitted to and approved in writing by or on behalf of the Local Planning Authority and the trolley area shall be operated in accordance with the approved details thereafter.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interests of vehicular and pedestrian safety and to ensure satisfactory arrangements for shopping trolley storage.

### **Reasons for permission:**

In granting permission the Local Planning Authority had regard to the following Policies of the Unitary Development Plan and the London Plan:

#### Policies (UDP)

- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T18 Road Safety
- H1 Housing Supply
- H2 Affordable Housing
- H7 Housing Density and Design
- BE1 Design of New Development
- BE2 Mixed Use Developments
- S7 Retail and Leisure Development

#### Policies (London Plan)

- 3A.3 Maximising the potential of sites
- 3D.1 Supporting town centres
- 3D.3 Maintaining and improving retail facilities

- 4A.1 Tackling climate change
- 4A.3 Sustainable design and construction
- 4A.7 Renewable energy
- 4B.1 Design Principles for a Compact City
- 4B.8 Respect local context and communities.

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 impact on the vitality and viability of nearby retail centres
- (f) the safety of pedestrians and motorists on the adjacent highway
- (g) the safety and security of buildings and the spaces around them
- (h) accessibility to buildings
- (i) the retail policies of the development plan
- (j) the design policies of the development plan
- (k) the transport policies of the development plan

and having regard to all other matters raised.

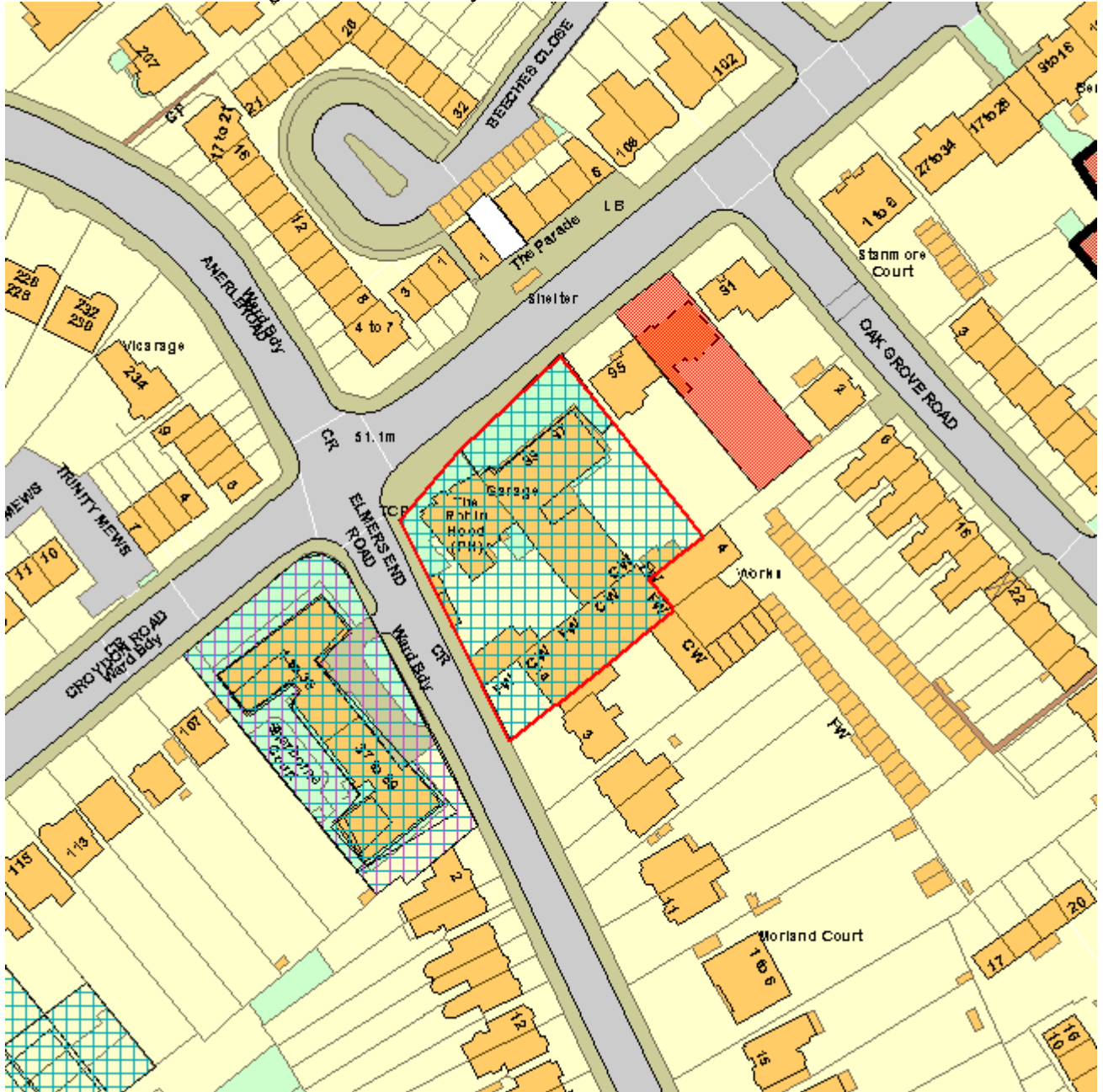
#### INFORMATIVE(S)

- 1 RDI16 Contact Highways re. crossover

Reference: 10/03080/FULL1

Address: 1 Elmers End Road Penge London SE20 7ST

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