

**PART 6: Planning Applications for Decision**

**Item 6.2**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/01838/FUL  
 Location: 444 Selsdon Road, South Croydon, CR2 0DF  
 Ward: South Croydon  
 Description: Demolition of existing dwelling and erection of 9 residential apartments with associated parking and landscaping.  
 Drawing Nos: 3320-02 Rev E, 3320-03 Rev B, 3320-04 Rev B, 3320-05 Rev C, 3320-06 Rev C, 3320-07, 3320-08 Rev A, 3320-09 Rev A, 3320-10, 3320-11.  
 Applicant: Mr George Phaeton, Infinity Homes and Developments Ltd  
 Agent: Mr Ed Sham, Tomei and Mackley Partnership  
 Case Officer: Samantha Dixon

	1 bed	2 bed	3 bed	4 bed	5 bed
<b>Existing</b>			1		1
<b>Proposed flats</b>		5 (5 x 4 person)	4 (4 x 5 person)	0	

*All units are proposed for private sale*

Number of car parking spaces	Number of cycle parking spaces
9	18

1.1 This application is being reported to committee because the Ward Councillor (Councillor Maria Gatland) has made a representation in accordance with the Committee Consideration Criteria and requested Planning Committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

**2.0 RECOMMENDATION**

2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:

a) Replacement street tree planting and maintenance

2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.

2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions

3. Construction Logistics Plan to be submitted
4. Hedge along northern boundary to be retained, protected and enhanced. Details to be provided.
5. Details of site specific SuDS to be submitted
6. Flood resistance and resilience measures to be submitted
7. Construction Environmental Management Plan (biodiversity) to be submitted
8. Biodiversity enhancement layout to be submitted
9. Details of materials to be submitted
10. Hard and soft landscaping including boundary treatment, retaining walls and maintenance to be submitted
11. Wildlife sensitive lighting design scheme to be submitted
12. Details of electric vehicle charging point to be submitted
13. Details of visibility splays to be submitted
14. Details of children's play-space to be provided
15. 19% Carbon reduction
16. Accessible units to be provided
17. Car and cycle parking provided as specified
18. Reinstatement of raised kerb and verge where necessary
19. Compliance with ecological mitigation measures contained in assessment
20. 110 Litre Water usage
21. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Highways works
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.4 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

2.5 That if by 19<sup>th</sup> March 2020 the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

### **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

- Demolition of existing house
- Erection of a three storey building with accommodation in roof to create 9 residential units including 4 x 3 bed flats and 5 x 2 bed flats.
- Provision of communal external amenity space and children's play space
- Provision of 9 off-street parking spaces
- Provision of associated refuse and cycle stores

3.2 During the course of the application amended plans have been received to reduce the number of windows facing 442 Selsdon Road (including the relocation of a window into

the southern elevation); increase in the scale of some of the windows facing the highway; provision of more roof lights to increase light in the unit to be accommodated within the roof space. An amended Flood Risk Assessment has been provided alongside a Preliminary Ecological Assessment.

### **Site and Surroundings**

- 3.3 The site is located on a corner plot at the junction of Selsdon Road and West Hill. Land levels fall from north to south. The site comprises a two storey detached dwelling set at an angle - facing onto the junction of the two roads. The building is set well down below the Selsdon Road street level. The site is located within a predominantly residential area with an array of dwelling types. Whilst there are no specific policies relating directly to this site, it is an area at low risk of surface water flooding and potential for groundwater flooding. The site has a PTAL of 1b indicating poor access to public transport.
- 3.4 Greenery and soft landscaping is a notable feature of the area. Croham Hurst Woods are located to the north-east of the site, which is a Site of Special Scientific Interest, a Site of Nature Conservation Importance, a Locally Listed History Park and Garden and designated as Metropolitan Open Land. There are wide green verges and mature street trees on Selsdon Road.



Figure 1: Aerial street view highlighting the proposed site within the surrounding street-scene

### **Planning History**

- 3.5 93/00696/P Retention of postal pouch. Granted planning permission on 28<sup>th</sup> April 1993.

3.6 18/06218/PRE Demolition of existing dwelling, erection of 7x2 bedroom and 2x3 bedroom apartments with associated landscaping and car parking. The applicant was advised that the residential development of the site was acceptable in principle. Concerns were raised to the quality of the design, the impact on the street and adjacent dwelling (442 Selsdon Road), the quality of private amenity space for future residents and location of the access in relation to the existing street tree.

#### 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The proposal creates a good number of family sized units
- The building has been designed to respect the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- The existing street tree would be replaced with 4 trees secured via S106 agreement.
- Sustainability aspects can be controlled by conditions.

#### 5.0 CONSULTATION RESPONSE

5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

##### Natural England

5.2 Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

#### 6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses:    Objecting: 171            Supporting: 2            Comment: 0

6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Objection	Officer comment
<i>Design and appearance</i>	
Overdevelopment of the site	Addressed in Section 8.16 of this report.

Out of keeping and scale with existing development in the area. Dominates the plot. Does not reflect local character.	Addressed in Section 8.7 – 8.17 of this report.
Roof form dominates, is out of character and poor design. Dominates the skyline. Sits above the ridge height of surrounding properties	Addressed in Section 8.13 of this report.
Balconies and pitched roofs sit forward of the established building line	Addressed in Section 8.11 – 8.12 of this report.
Flats out of keeping in the area. Overdevelopment of flats in the area	Planning policies and the Suburban Design Guide advocate infill development for new residential units in the suburbs. There is no objection to the principle of flatted development in this area.
West Hill designated as a Local Heritage Area, the proposal makes a mockery of this.	The site is not located within any designated area.
Loss of view from local panorama/ancient woodland. Policy SP4.	The site sits outside of the area designed as a Croydon Panorama. The proposal is for low rise residential development set against the backdrop of other residential dwellings.
<i>Impact on amenities of neighbouring properties</i>	
Overbearing impact on and loss of light and privacy to neighbouring properties	Addressed in Sections 8.22 - 8.32 of this report.
Extra pollution, light and noise disturbance	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
Construction noise, vibration (from excavation), dust and traffic will be harmful to local residents	A condition will be imposed requiring a Construction Logistics Plan to ensure construction noise and dust is not harmful to local residents.
<i>Trees/Ecology</i>	
Loss of mature trees. Significant visible loss of greenery	Addressed in Sections 8.39 and 8.40 of this report.
Tree Protection Plan doesn't refer to the trees to the south	The trees within the gardens to the south of the site are on third party land and should not be affected by the proposal. This is a private matter between the landowner/developer.

Proposed hedges are only 50cm wide which is inadequate	Full details of landscaping will be required by condition.
Loss of wildlife habitat on site	Addressed in Sections 8.41 to 8.43 of this report.
Impact local wildlife in Croham Hurst woods - SSSI	Natural England have no objection to the impact on the scheme on any designed sites.
Full protected species survey is required given the location of the adjacent SSSI	A full protected species survey has been submitted and assessed by the Council's Ecological Consultant. Addressed in Sections 8.41 to 8.43 of this report.
The Great Crested Newt survey is not adequate as does not follow Natural England Guidance.	The Council's Ecological Consultant has fully assessed the submitted information and has not raised any objection.
Natural England were not consulted on the application.	Natural England have been consulted on the application and have raised no objection.
<i>Transport and Parking</i>	
Inadequate parking provision will cause overspill parking on already congested West Hill	Addressed in Sections 8.33 – 8.35 of this report.
Over provision of parking so close to a bus stop	Addressed in Sections 8.33 – 8.35 of this report.
Inadequate turning space on site for vehicles	The vehicle hardstanding is of appropriate dimensions to enable vehicles to manoeuvre and access/egress the site in forward gear.
Adverse impact on highway safety and congestion. Exacerbate existing traffic problems at a very busy and dangerous junction	Addressed in Section 8.36 of this report.
Pollution and danger to children walking to school. Hazard to cyclists and pedestrians	The extra number of vehicular movements from the development would not cause a significant amount of pollution or a highway danger in this existing residential area. The proposed access is set well away from the junction and West Hill has good visibility.
Inadequate waste and recycling facilities	Addressed in Section 8.38 of this report.

Ruin access to the Hurst where there is limited parking	The proposal would provide adequate on-site parking so that there would not be harmful overspill onto the street. Street parking would still be available for those using a car to access Croham Hurst woods.
<i>Amenities of Future Occupiers</i>	
Inadequate space for flats. Internal layouts make the flats unusable for families.	Addressed in Sections 8.18 of this report.
Balconies on north side will not receive any sunlight and will not be usable	Whilst it is acknowledged that the amenity space to the north side would be limited in terms of sunlight, a communal garden area is also proposed and overall the scheme provides good quality amenities for future occupiers.
Inadequate amenity space for 9 flats	Addressed in Sections 8.18 – 8.22 of this report.
No affordable housing provision	This is a minor development and there is no policy requirement for affordable housing.
Need for more family homes not flats.	The proposal would provide 4 x three bedroom units and 5 x 2 bedroom 4 person units which is an increase in family units over the existing situation.
Other Matters	
Extent of hard surfacing will create extra flood risk. The FRA refers to the site as brownfield which it is not.	Policy DM25 requires all development to incorporate sustainable drainage techniques. A condition will be imposed requiring site specific SuDS to be provided.
Loss of family home under 130sqm. Does not accord with Policy DM1.2 of the Local Plan	Addressed in Section 8.5 of this report
Set precedence for other such developments in the area	There is no objection to the principle of infill residential development in this area. The proposal would re-provide family housing in a residential area in accordance with Local Plan policy.

Restrictive covenants on the land prevent development across the building line or erection of more than 1 single detached dwelling	This is a private matter for the developer and is not a material planning consideration.
Extra strain on local services e.g. GPs and schools. Public transport is already over stretched.	The application is CIL liable. Addressed in Section 8.46 of this report.
Devalue existing house prices	This is not a material planning consideration.
This is a tight knit community with pride for where we live – the area is family friendly and crime free. The development will drive the existing community out.	Residential development is proposed in a residential area. There is no reason to conclude that a flatted scheme will increase crime.
Most flats will probably be rented therefore will change the care people take in where they live	Residential development is proposed in a residential area. There is no reason to believe that the flats will be rented or that people who rent flats will not look after the environment in which they live.
Application at 56 West Hill was refused	An outline application for 8 flats was withdrawn in 2016 (reference 16/01857/P). The Croydon Local Plan 2018 and Suburban Design Guide has been adopted since that application was submitted.
Lack of public consultation from the Council regarding this application	Neighbours were notified of the application in accordance with the required national guidelines.

#### 6.4 The following Councillor has made representations:

Cllr Maria Gatland (South Croydon Ward Councillor) Objecting:

- This is a charming family house and garden part of a row of cottage style properties that lie behind the grassy bank on Upper Selsdon Road. The proposal of two blocks is an overdevelopment of this site and in no way enhances the particular character of this row of houses or its corner position opposite the SSSI Croham Hurst Woods.
- The design does not reflect or improve the cottage or garden feel of the area.
- The many references to 1 and 2 West Hill is not appropriate. West Hill is a very long road and 1 and 2 West Hill is beside Sanderstead Road rather than Selsdon Road and could not be seen from this site.
- The overdevelopment will affect close neighbours on Selsdon Road and behind in Essenden Road in terms of privacy and noise.

## **7.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

### **7.4 Consolidated London Plan 2015**

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

### **7.5 Croydon Local Plan 2018**

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character

- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the Planning Committee are required to consider are as follows:

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Trees, landscaping and ecology
7. Sustainability and environment
8. Other matters

### **Principle of Development**

8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (albeit with some possible alterations following the publication of the Panel Report) proposes significantly increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities, the Council applies a presumption in favour of sustainable development of new homes.

- 8.3 This presumption includes South Croydon, which is identified in the “Places of Croydon” section of the CLP (2018) as being an area for sustainable growth of the suburbs with a mix of windfall and infill development that respects the existing residential character and local distinctiveness. The Croydon Suburban Design Guide (2019) has recently been adopted, which sets out how suburban intensification can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 The application is for a flatted development providing additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m<sup>2</sup>. The existing building on site is a 3 bedroom house with a floor area of approximately 102sqm. All of the proposed units have floor spaces of less than 130sqm and 4 of the new units would comprise three bedrooms. There would therefore be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2.
- 8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. CLP policy goes on to say that within three years of the adoption of the plan, an element may be substituted by two-bedroom (four person) homes. The application proposes 4 x 3 bedroom units and 5 x 2 bedroom 4 person units. Overall, the proposal provides a net gain in family accommodation and contributes towards the Council’s goal of achieving a strategic target of 30% three bedroom plus homes.

### **Townscape and Visual Impact**

- 8.7 This is a residential area which comprises mostly detached dwelling houses. The buildings are mostly two storey with pitched roofs although it is noted that owing to land levels Lytchgate Close to the north of the site comprises three storey buildings. There is a lot of variation in the appearance, character and external materials of the various buildings within the area. Greenery and soft landscaping are a prominent feature in the street scene and the properties on the south side of Selsdon Road have a strong front building line behind a wide green verge. The application site does not conform to this building line, but is situated to turn the corner at the junction. The existing building on site does not hold any special significant architectural merit and therefore there is no objection to its demolition.
- 8.8 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.
- 8.9 The Suburban Design Guide (SDG) suggests appropriate ways of accommodating intensified development on sites and Section 2.14 specifically refers to development on corner plots. By working with the dual aspect and prominent townscape position,

proposals for the development of corner plots should seek to accommodate additional height and depth as marker points within the townscape. Proposals should seek to include an additional storey to the 3 storeys recommended in the Croydon Local Plan Policy DM10.1. Development may extend beyond the neighbouring rear elevations to a greater amount than set out in guidance in Section 2.11 where it would enhance the definition of a suburban block and contribute positively to the townscape. Such development should respond to the positioning of neighbouring front elevations, which may require stepping in footprint to maximise development potential of a corner plot.

- 8.10 The proposal is for a three storey building with a fourth floor of accommodation contained in the roof-space. The ridge height of the building has been stepped to respond to the local context. The ridge height would align with the height of the adjacent dwelling at 442 Selsdon Road and would then rise towards the corner of the site. The ridge height then falls away alongside the West Hill frontage, responding to the change in ground levels across the site. This height variation would help ensure that the proposed building would not be harmfully obtrusive in the street scene.
- 8.11 On the Selsdon Road frontage, the main front elevation would align with the adjacent row of dwellings. The proposed overhanging balconies with pitched roofs would project forward of this building line but would create feature points of reference which would help define the frontage of the building. Whilst the balcony features would project forward of the row to the west, the building would create a focal point when approaching the area from the east. Given the wide verge on Selsdon Road to the north/west, the building would not be unduly overbearing from this approach. The stepping of the massing accords with the SDG guidance outlined above and it is considered that it would respect the layout of existing built form in the area.



Figure 2. Visual interpretation from Selsdon Road

- 8.12 The proposed building would front onto both roads and as per the existing situation, pedestrian and vehicular access is secured via West Hill. To optimise the development potential of the site, the building would have a larger footprint, compared to the existing and would be situated closer to the junction. Whilst the building would inevitably be more prominent than the existing building, given the change in levels of the site as well as proposed excavation, the building would sit comfortably within the plot with the lower level partially screened. Whilst the rear parts of the building would have a more prominent appearance, this would not be overly apparent outside of the site.



Figure 3. Visual interpretation from West Hill

- 8.13 The roof would be a prominent element of the building, particularly from the Selsdon Road frontage where a large part of the elevation would be partially screened in view of the level changes. The existing building has a strong roof form with side elements that extend halfway down the side of the first floor level of the building and 442 Selsdon Road adjacent has a side extension where the roof has been brought down from ridge to ground floor level. Pitched roofs are a feature in this area and the proposal would follow this roof typology. The dwellings opposite on Lytchgate Close have gable features facing Selsdon Road and as such, the gable features proposed to the balconies are characteristic of the area.
- 8.14 The material palette is appropriate in this locality, maintaining a traditional appearance. The elevations would be finished in red brick and hanging tile incorporating brick banding and decorative scallop feature tile banding to add interest to the elevation and break up the massing. The roof would be finished in terracotta coloured roof tiles. All of these materials would sit comfortably with the surrounding area. Submission of specific material details will be secured by condition.
- 8.15 The existing hedge to the northern boundary is proposed to be retained which is welcomed as it represents a strong green feature within the street-scene. A condition requiring its protection and enhancement is recommended. The hedge fronting West Hill is proposed to be removed and replaced with a low level wall with planting behind.
- 8.16 The site has a suburban setting with a PTAL rating of 1b and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) are appropriate. The proposal would be in excess of this range at 295 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. The application site is a large plot within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. As outlined above, the proposal would overall result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.

8.17 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development that would comply with the objectives of the above policies in terms of respecting local character.

### **Housing Quality for Future Occupiers**

8.18 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) with all units being dual aspect. Given the change in ground levels, the lower ground floor units would sit below ground level from the street facing elevations. However, elevations facing into the site will be wholly above ground level as a result of the excavation proposed. These lower ground floor units would have light wells, to provide light to these rooms from a dual aspect perspective. It is also worth noting that none of the proposed rooms would be exceptionally deep, which should allow light to filter into a greater proportion of the proposed space. An Internal Daylight Assessment has been provided for the lower ground floor units and one of the ground floor units (Unit 4) which confirms that all units would receive adequate levels of daylight in accordance with BRE Guidelines. Additional roof-lights have also been introduced in the roof accommodation to improve light to this upper level unit. Overall, the quality of proposed internal amenity space is considered acceptable.

8.19 With regard to external amenity space, the London Housing SPG states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All units have private amenity spaces that meet or exceed the required standards.

8.20 An area of communal garden (approximately 65 sqm) would be provided on site. Children's play space would be provided within this space and full details of this area would be secured by condition.

8.21 In terms of accessibility, step free access to the lower ground floor level is provided from the car park. Unit 1 would be a wheelchair accessible dwelling (to Building Regulation Part M4(3)) and Unit 2 would be a wheelchair adaptable dwelling (to Building Regulation Part M4(2)). A disabled parking bay is also proposed.

8.22 Overall, the development is considered to result in a high quality development including a good amount of family accommodation, all with adequate amenities and provides an acceptable standard of accommodation for future occupiers.

### **Residential Amenity for Neighbours**

8.23 The main properties that would be affected by the proposed development are 442 Selsdon Road, 61 and 63 Essenden Road and 56 West Hill.

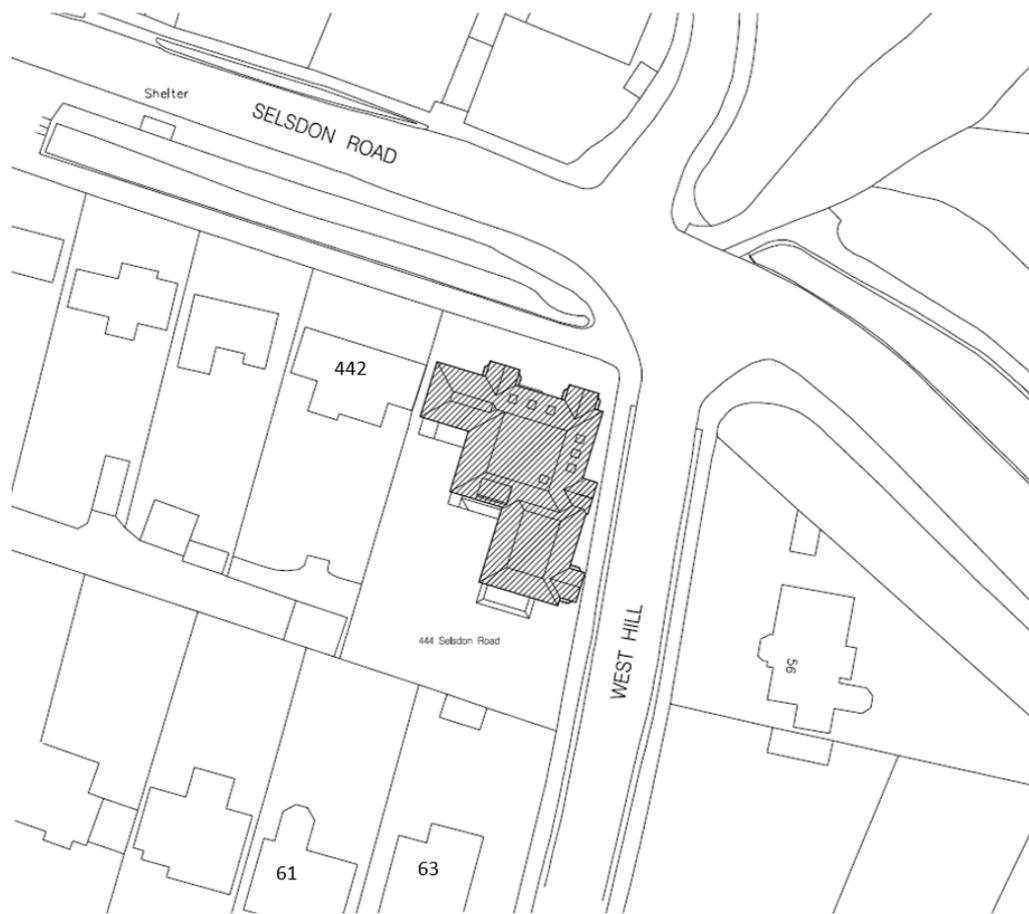


Fig 4: Proposed Block Plan highlighting the relationship with the adjoining occupiers.

#### 442 Selsdon Road

- 8.24 This two-storey detached dwelling is located to the west of the site. It has a side extension with a cat-slide roof with rooflights and an inset window that face onto the site. Planning history for this property implies that the first floor window serves a bathroom and that the roof-lights provide sky-light to the kitchen below. This property also has a large conservatory to the rear.
- 8.25 The proposed development would have a stepped form that would increase in depth the further the separation from the boundary with 442 Selsdon Road. Only a small section of the very southerly element of the building would encroach into the 45 degree angle from the closest rear opening of 442 Selsdon Road. This element would be 22 metres from the rear opening and 13.5 metres from the shared boundary. The SDG gives scope for development on corner plots to be extended beyond the 45 degree angle. The elements of the building that extend beyond the rear elevation of 442 Selsdon Road have also been designed to ensure they do not encroach over a 45 degree line upwards. Given the proposed layout of development on site, it is not considered that the application would be unduly overbearing or cause an unacceptable loss of outlook from the rear elevation of this neighbouring property.
- 8.26 442 Selsdon Road has a kitchen with openings in the front and rear elevation and roof-lights within the cat-slide roof. At first floor level, the main habitable rooms face southwards. Given the layout of this dwelling and the orientation of the buildings, the proposal would not cause any undue harm to 442 Selsdon Road, with this neighbouring dwelling continuing to receive good levels of light for the majority of the day.

8.27 There are windows proposed that would face the rear garden of 442 Selsdon Road. Given the change in levels and proposed excavation, the lower ground floor and ground floor windows would not sit above the boundary fence line. One bedroom window is proposed at first floor level that would face this garden - the window is 13.5m from the shared boundary and 11.5m from the main rear elevation of 442 Selsdon Road. Local Plan Policy DM10.6 is supportive of development that does not result in direct overlooking at close range or of private outdoor space within 10m perpendicular to the rear elevation of a dwelling. Given the gap to the boundary and the distance from the rear elevation, the proposal would accord with this criteria. It is also worth noting that the existing house is angled towards the rear garden of 442 Selsdon Road and the effects of the proposed development would reflect existing conditions. Overall, it is considered that the proposal would not cause any harmful loss of privacy to this neighbouring property – with wider impacts being acceptable.

#### 61 and 63 Essenden Road

8.28 These detached dwellings are situated to the south of the application site with rear gardens backing on the site. Of the two houses, 63 Essenden Road is located closer to the rear boundary, with a rear garden of approximately 17m in depth. It has a garage to the rear boundary accessed from West Hill. The proposed development is located 13-14m from the southern site boundary.

8.29 Given the gap between the existing and proposed building, the application would not have an unduly overbearing impact on the dwellings in Essenden Road and given the orientation would cause no loss of light. The windows in the southern elevation are located at least 30m from the rear elevation of 63 Essenden Road and as such, would not be harmful in terms of significant overlooking and/or loss of privacy.

#### 56 West Hill

8.30 This detached dwelling is located to the east of the site on the opposite side of West Hill. The front elevation of 56 West Hill is situated approximately 20 metres from the eastern side boundary of the application site. Given this degree of separation, the proposal would not cause any harmful loss of light, outlook or privacy to this dwelling.

#### Dwellings on Lytchgate Close

8.31 Dwellings on Lytchgate Close are located to the north of the site on the opposite side of Selsdon Road. Their rear boundaries are located over 22m from the northern boundary of the application site. Given this gap, and separation by the road, the proposal would not cause any harmful loss of light, outlook or privacy to these dwellings.

### **Access and Parking**

8.32 Whilst the site has a PTAL rating of 1b which means that it has poor access to public transport links, bus stops for route 412 are located very close to the Selsdon Road frontage of the site. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. Therefore the maximum requirement for this development would be 11 spaces.

- 8.33 It is proposed to create nine vehicular parking spaces off road all from a single access from West Hill. 2011 Census data estimates that car parking demand from the proposed development will generate a demand of 8.6 spaces. As such, it is considered that the proposal provides an acceptable amount of parking provision so not to create overspill parking on the surrounding highway network.
- 8.34 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP will be conditioned. One disabled bay is shown to be provided for the wheelchair accessible unit. There is adequate manoeuvring space within the site to enable vehicle to access and egress in forward gear.
- 8.35 Access to the parking area would be in a similar position to the existing vehicular access at the site on West Hill – although moved northwards to enable parking bays to be provided alongside the southern boundary. The number of residential units proposed and resultant traffic generated would not create a significant amount of extra traffic on the highway. This access would be located approximately 40 metres from the junction with Selsdon Road which would be adequate separation from the junction to ensure traffic movements at the junction would not be adversely affected. West Hill is a relatively straight road and has good visibility in both directions. Plans will be required by condition to show that the necessary visibility splays can be achieved and to ensure there is no obstruction within the splays.
- 8.36 A cycle storage area would be provided within the site attached to the southern side of the building. The cycle store would accommodate 18 cycle parking spaces as required by the London Plan (2 spaces per unit). Two additional external stands would also be provided within the site adjacent to the car park.
- 8.37 Refuse storage is also shown attached to the southern side of the building with access from the highway which is convenience for refuse collectors and future residents. The plans show that the scale of the refuse area is adequate for the needs of the development.

### **Trees, Landscaping and Ecology**

- 8.38 The site is not covered by any Tree Preservation Orders. There is a group of trees alongside the rear boundary of the site which would need to be removed to facilitate the car parking area. These trees have no amenity value and there is no objection to their removal. It is proposed to erect hedging along the southern boundary and along the western boundary with 442 Selsdon Road to soften the appearance of the development. There is an existing mature hedge along the northern and eastern site boundaries which is very prominent within the street scene. It is proposed to retain the hedge along the northern boundary of the site and replace the hedge to the east with low level brick wall with hedging behind. Fastidious Oak replacement trees are proposed within the communal amenity area and adjacent to the access. Full details of hard and soft landscaping including a maintenance plan will be secured by condition.
- 8.39 There is a street tree located immediate adjacent to the proposed access on West Hill which would need to be removed to facilitate the development. The Council's Tree & Woodlands Officer has commented that whilst the tree is not a particularly attractive or fine specimen, current policy is not to remove street trees. However, in this instance given the quality of the tree, its removal will be allowed if the applicant is willing to fund

4 new highways trees to be planted within West Hill. The applicant has agreed to this provision and to enter into a legal agreement to secure such provision.

8.40 Ecology – The site is located in close proximity to Croham Hurst SSSI and there is a pond within the site and as originally submitted the applicant commissioned a Great Crested Newt Survey Report. The Council's Ecological Consultant initially had an objection to the submitted information which, whilst suitable for determining impacts on Great Crested Newts, provided insufficient ecological information on all other Protected and Priority species and on designated sites.

8.41 The applicant subsequently submitted a Preliminary Ecological Appraisal

8.42 Natural England have been consulted and is of the opinion that the development will not have significant adverse impacts on designated sites and therefore has no objection. Moreover, the Council's ecological advisor has agreed with the additional ecological appraisal, subject to the mitigation and enhancement measures being captured by way of a planning condition.

### **Environment and Sustainability**

8.44 Conditions are recommended to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

8.45 The site is located within an area low risk of surface water flooding and risk of groundwater flooding at the surface. A Flood Risk Assessment (FRA) has been submitted as part of the application which outlines the risks of flooding at the site. As the site has potential for groundwater flooding, long term groundwater monitoring will need to be carried out. If groundwater is encountered during excavation and construction, mitigation measures will be required including design measures to the lower ground floor units to ensure they are watertight with pumps provided to remove excess water. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). The report outlines proposed SuDS measures for the site including the use of soakaways (subject to confirmation of standing groundwater levels and percolation testing), wall mounted rainwater harvesters and planters and permeable paving. Extra onsite investigation is required and therefore a condition requiring site specific SuDS measures would be imposed on any planning permission, alongside flood resistance and resilience measures to protect against groundwater flooding.

### **Other matters**

8.46 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

### **Conclusions**

8.47 The principle of residential development is considered acceptable in this area. The development would accord with policy requirements and the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. The proposal has been designed to ensure there would be no unacceptably harmful impact on the amenities of the adjacent properties and provides adequate amenity for future

residents. Adequate parking would be made available on site and the impact on the highway network would be acceptable. The loss of the existing street tree would be mitigated by replacement tree planting secured by legal agreement. Information has been provided to demonstrate that the proposal would have no harmful impact on protected species or designated sites. Thus the proposal is considered to be in accordance with the relevant policies.

8.48 All other relevant policies and considerations, including equalities, have been taken into account.