

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/02037/FUL  
 Location: 4 Cheyne Walk  
 Ward: Addiscombe East  
 Description: Conversion of dwellinghouse to form 4 flats in association with alterations and erection of two storey side/rear extension and single storey rear extension, and provision of associated refuse storage and cycle storage enclosures, and provision of associated off-street parking.  
 Drawing Nos: BDR679.PL.03\_OPT 9 ; BDR679.EX.01 Rev A.  
 Applicant: Mrs Ann Stanhope  
 Case Officer: D Gibson

Proposed Residential Accommodation

1 bed/1person	1 bed/2person	3 Bed/5 person	Total
1 (25%)	2 (50%)	1 (25%)	4

Car Parking, and Cycle Storage Provision

Car Parking Space	1 (compatible with disabled use)
Cycle Space	7

1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received and a local ward councillor, Jeet Bains, has objected and referred it to Committee.

**2.0 RECOMMENDATION**

2.1 That the Planning Committee resolve to **GRANT** planning permission subject to the completion of S106 legal agreement to restrict the future issue of residential parking permits in an extension to the East Outer Controlled Parking Zone (CPZ), in the subsequent event parking bays are marked out in Cheyne Walk for '*residential only permit holders*'.

2.2 That the Director of Planning and Strategic Transport is delegated authority to issue a Grant of planning permission subject to the following conditions and informatives :-

1. In accordance with the approved plans.
2. Development to be implemented within three years.
3. Materials to accord with submission details.

4. Submission of details of soft and hard landscaping, including new/replacement tree planting and biodiversity enhancements, and boundary treatments (including details of children's playspace) for approval.
5. Following details to be submitted to Council for approval and provided, where appropriate, prior to first occupation of dwellings : refuse storage enclosure appearance, cycle storage enclosure appearance, security lighting, finished floor levels, electric vehicle charging point.
6. Parking layout and visibility spays to be provided prior to first occupation of new dwellings.
7. Development to meet Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
8. Development to meet 110 litre per person/day water use target.
9. Submission of SUDs details to Council for approval.
10. No windows to be erected at first floor or above in northern flank elevation.
11. Submission of Construction Logistics Plan to Council for approval.
12. Ground floor level units to meet M4(2) accessibility standard.
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

### **Informatives**

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

## **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal is an application for full planning permission:

3.2 The proposal includes the following:

- Erection of two storey side/rear extension.
- Erection of single storey rear extension.
- Conversion to form 4 flats.
- Provision of 1 residential car parking space (compatible with disabled use).
- Provision of associated covered cycle storage (7 spaces) and covered refuse storage.
- Provision of communal external amenity space and children's play space.

### **Site and Surroundings**

3.3 The site comprises of a two storey paired semi-detached house facing west onto Cheyne Walk. It has a part single/part two storey rear wing. The main front entrance of the house is situated on its northern flank elevation. There are rounded bay windows on its front elevation and on its northern flank elevation. It has a front garden and vehicle crossover with a hardstanding and an informal off-street parking arrangement. It has a rear garden and part of a two bedroom

bungalow (currently at an advanced state of construction) is sited across parts of both the rear gardens of 2 and 4 Cheyne Walk. It was granted planning permission in 2019 under application Ref: 18/03004/FUL. There is some hedging and trees on the site although the garden areas are predominantly laid to lawn.

- 3.4 To the east/north-east of the site, 281 Addiscombe Road is a two storey period building and it is a Grade II Listed Building. To the north of the site 6 Cheyne Walk is a two storey detached dwellinghouse.



- 3.5 The site has a Transport for London Ptal Rating of 3 (Moderate), but is close to a Ptal 4 area and within a 5 minute walk of a Ptal 5 (Good) area, near Sandilands tram stop. Cheyne Walk has some on-street parking. The Council's Highways department propose to include Cheyne Walk within the adjacent East Outer Controlled Parking Zone (CPZ). However, the marked parking bays on Cheyne Walk would be 'free to park' parking bays rather than ones requiring a residential parking permit or a pay-and-display ticket. Addiscombe Road to the south of the site is Red Route (managed by Transport for London) and is served by bus routes into Croydon. The site is within 425 metres (a 7 minute walk) of Sandilands tram stop to the west.

- 3.6 The site is within an area of low flood risk from fluvial flooding and surface water flooding.

### **Relevant Planning History**

#### **4 Cheyne Walk**

- 3.7 20/00579/Pre – Feedback sought on refusal reasons for 19/05458/FUL.
- 3.8 19/05458/FUL - Alterations, erection of two storey side / rear extension to existing dwellinghouse, conversion to 5 flats, provision of associated refuse storage and cycle storage, and provision of associated off-street parking.  
**Refused planning permission 24/01/2020.**

## 2 Reasons for Refusal :

1. The size, siting and massing of the two storey side/rear extension would be excessive and poorly proportioned and would detract from the visual amenity and character of the paired semi-detached house, its surroundings, and the street scene and it would result in an overdevelopment of the site. Nor would it respect the existing pattern of buildings and the spaces between them, nor maximise the opportunities for creating an attractive and interesting environment.
2. The siting of the side/rear extension and layout of the first floor accommodation would lead to a loss of privacy to the occupiers of 281 Addiscombe Road.

### **Previously Refused Full-Width Side Extension**



### **2 & 4 Cheyne Walk**

- 3.9 18/03004/FUL - Alterations, demolition of existing garages behind 2 and 4 Cheyne Walk to form 2 bedroom single storey Bungalow, provision of associated off-street parking accessed from Addiscombe Road.

**Granted planning permission 15/02/2019 (Currently at an advanced stage of construction).**

## **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of a residential development is acceptable given the national and local need for housing and the residential status of the land.
- The proposal includes a family unit dwelling.
- The design and appearance of the development is appropriate. Whilst acknowledged that the extension would add to the mass of built form, the massing and height of the development would be in context with the surrounding built environment.
- The living conditions of adjacent occupiers would be protected from undue harm subject to conditions.

- The living standards of future occupiers are satisfactory (in terms of overall residential quality) and would comply with the Nationally Described Space Standard (NDSS).
- The level of parking and impact upon highway safety and efficiency would be acceptable and subject to a legal agreement to prevent future occupiers applying for residential parking permits in the intended Controlled Parking Zone. The site has good local public transport bus and tram connections.
- Sustainability aspects have been properly assessed and their delivery can be controlled through planning conditions.

## **5.0 CONSULTATION RESPONSE**

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

### Transport for London (TfL) (Statutory Consultee)

- 5.2 TfL has no specific comments to make on this planning application other than to emphasise the development should comply with the transport policies set out in the Intend to Publish London Plan. In particular the car and cycle parking standards in tables 10.2 – 10.6 (inclusive). TfL welcomes the prominence of cycle parking that the applicant intends. The London Cycling Design Standards (LCDS) provide guidance on the quality of provision and should be followed.
- 5.3 TfL further advises that if the development is permitted the developer be reminded of the following: *The development is close to Addiscombe Road which forms part of the Transport for London Road Network (TLRN). The footway and carriageway of Addiscombe Road must not be blocked during the development. All vehicles associated with the development must only park / stop at permitted locations and within the time periods permitted by existing on-street restrictions. In the event any Red Route dispensations are sought, these must be agreed with TfL in writing before the work.*
- 5.4 The car parking and cycle parking provision are assessed further below in the Considerations section of this report. A requirement for a Construction Logistics Plan to be submitted to the Council for approval is included in the schedule of conditions and this should address construction traffic movement on Addiscombe Road.

## **6.0 LOCAL REPRESENTATION**

- 6.1 The following Councillors have made representations:
- 6.2 Councillor Jeet Bains (Ward Councillor). Referring application to committee and objecting on the following grounds:

### Traffic generation

Cheyne Walk is a small, quiet road with residential homes. There is already congestion from numerous cars parking on the road and traffic. The addition of four flats and therefore numerous cars cannot be supported by this small road.

### **Noise**

The noise resulting from such a large number of dwellings added to this small road will be unacceptable.

### **Adequacy of parking/loading/turning.**

There is already congestion on the road because of large numbers of commuters parking. The addition of 4 flats will cause even more cars to be a burden to the road. Loading and turning are also difficult on this small road. 4 new flats will make this all but impossible.

### **Bulk/Massing**

Such a large structure of flats will cause bulk/massing on this small road that would be unacceptable.

### **Out of Character**

The proposed flats would be completely out of character with all other dwellings on this small road. This road contains family homes and such dwellings need to be kept for families to move into.

- 6.3 Councillor Maddie Henson (Ward Councillor). Did not refer the application but objecting on the following grounds :

### **Out of Character**

It is not in keeping with the character of the area and it is overcrowding of the site.

- 6.4 The application has been publicised by way of 6 letters of notification to neighbouring properties in the vicinity of the application site.

- 6.5 The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 32    Objecting: 30    Supporting: 2

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

### **Summary of Objection Comments**

Objection	Officer Comment
<b>Housing</b>	
1. Loss of family housing 2. Flats of out character with area	See paragraphs 8.5 to 8.9 and paragraph 8.16 below.
<b>Townscape</b>	
3. Overdevelopment 4. Extensions out of character	See paragraphs 8.10 to 8.17 below.

Amenity of Adjacent Residents	
5. Loss of outlook 6. Loss of privacy 7. Loss of light	See paragraphs 8.21 to 8.25 below.
8. Increased noise	See paragraph 8.26 below.
Amenity of Future Occupiers	
9. Inadequate amenity space	See paragraphs 8.18 to 8.19 below.
Transport and Highways	
10. Increased traffic 11. Increased parking 12. Highway safety 13. CPZ coming into effect	See paragraphs 8.28 to 8.36 below.
Trees	
14. Affect on trees	See paragraphs 8.40 below.
Other Matters	
15. Bungalow not shown in context 16. Restrictive covenants on land	See paragraph 8.12 below. See paragraph 8.7 below.

## 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 2016, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

### Emerging New London Plan

7.2 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

- 7.3 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.
- 7.4 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.5 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.
- 7.6 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.2 to 7.4 above.
- 7.7 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:
- Achieving sustainable development;
  - Making effective use of land;
  - Delivering a sufficient supply of homes;
  - Promoting healthy and safe communities;
  - Promoting sustainable transport.
- 7.8 The main policy considerations raised by the application that the Committee are required to consider are:
- 7.9 Consolidated London Plan 2016
- 3.1 Ensuring equal life chances for all
  - 3.3 Increasing housing supply
  - 3.4 Optimising housing potential
  - 3.5 Quality and design of housing developments
  - 3.6 Childrens/young peoples play & informal recreation areas
  - 3.8 Housing choice
  - 3.9 Mixed and balanced communities
  - 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
  - 7.8 Heritage
  - 7.14 Improving air quality
  - 7.19 Biodiversity and access to nature
  - 7.21 Woodlands and trees
- 7.10 Croydon Local Plan 2018
- SP1 The Places of Croydon
  - DM35 Addiscombe
  - SP2 Homes
  - DM1 Housing choice for sustainable communities
  - SP4 Urban design and local character
  - DM10 Design and character
  - DM13 Refuse and recycling
  - DM18 Heritage Assets and Conservation
  - SP6 Environment and climate change
  - SP6.3 Sustainable design and construction
  - DM23 Development and construction
  - DM25 Sustainable drainage systems and reducing floor risk
  - DM27 Biodiversity
  - DM28 Trees
  - SP8 Transport and communications
  - DM29 Promoting sustainable travel and reducing congestion
  - DM30 Car and cycle parking in new development
- 7.11 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 are as follows:

1. Principle of development
2. Housing and housing mix

3. Townscape and visual impact
4. Housing quality for future occupiers
5. Residential amenity for neighbours
6. Parking and highway safety
7. Refuse storage
8. Flood risk
9. Sustainability
10. Trees, landscaping and biodiversity
11. Other planning matters

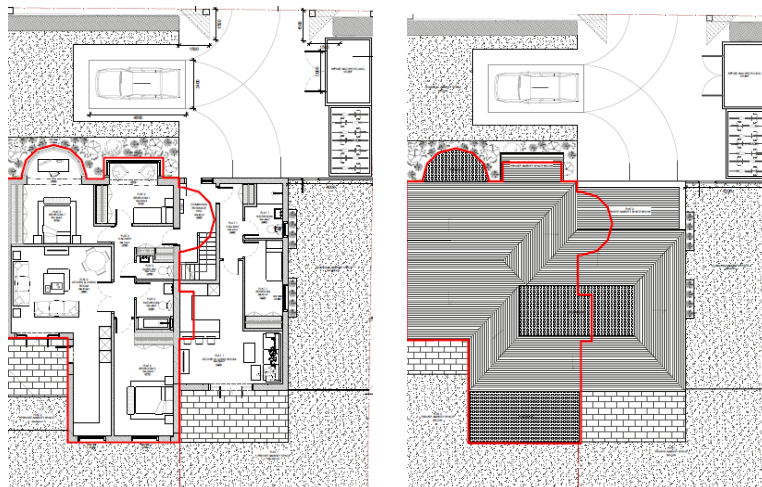
### **Principle of Development**

- **New Housing**

- 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 (although in the process of being amended) proposes 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 in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.
- 8.3 This presumption includes Addiscombe, which is identified in the 'Places of Croydon' section of the CLP (2018) as being an area for '*Sustainable growth...including some opportunity for windfall sites, and limited infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness*'. The Croydon Suburban Design Guide (2019) sets out how suburban re-development 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 residential development providing new and additional homes within the borough, which the Council is seeking to provide. 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.

### **Housing and Housing Mix**

- 8.5 Policy DM1.2 of the CLP states that *'The Council will permit the redevelopment of the residential units where it does not result in the net loss of 3 bedroom homes (as originally built) or the loss of homes smaller than 130m<sup>2</sup>'*.
- 8.6 The policy does not allow for a house of less than 130 square metres to be converted into flats. The supporting text of the policy in paragraph 4.31 of the CLP states *'Any dwelling house with a gross internal floor area of less than 130m<sup>2</sup> cannot be redeveloped, demolished or subdivided, that would result in the loss of this type of property'*.
- 8.7 The house as originally built has 4 bedrooms and an existing floor area of 174m<sup>2</sup>. The proposal would not lead to the loss of a small family house and its conversion to flats is acceptable in principle subject to meeting other relevant policies of the London Plan and the CLP. Some objections have raised the matter of a restrictive covenant on the property, however, covenants are not *material* to the consideration of a planning application proposal as they are not subject to the Planning Acts.
- 8.8 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes. It sets a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. In terms of character the Council's Suburban Design Guide advises that *'The built character of an area is not defined by the people who live there, but rather the physical characteristics that it is composed of. Character can change over time and it should be acknowledged that well-designed proposals can have a positive effect on an area. This means that new types of dwelling can be integrated into an existing community'*. Therefore, the definition of character would not preclude new 'flatted' development within a residential area.



- 8.9 The development proposes 4 flats and a unit mix comprising of 1 x 1 bedroom/1 person (25%), 2 x 1 bedroom/2 person (50%), and 1 x 3 bedroom/5 person (25%) flats. The proposal would make provision for 25% of the

accommodation as family (3 bedroom) accommodation. While this does not meet the strategic target of 30%, in mitigation the proposal is for a relatively minor development and involves the conversion of extension of an existing dwellinghouse. On that basis the provision of family accommodation is considered acceptable. The varied accommodation would also provide a good housing mix, providing a dwelling for a family with children, and dwellings for couples, and a single occupier.

### **Townscape and Visual Impact**

- 8.10 The design guidance of SPD2 advises extensions and alterations to an existing dwelling should respond to character and be subservient in scale whilst developing a high quality approach to the design in terms of the form, fenestration, materials and detailing. Any proposals which are considered to have a detrimental impact on character will generally be unacceptable.



- 8.11 The design guidance of SPD2 advises two-storey side extensions are appropriate where space is sufficient and the impacts on the townscape are considered. In terms of townscape two storey side extensions should consider the existing rhythm of the street, including for example characteristic gaps between properties and the symmetry of pairs of semi-detached homes. They should not result in an overly wide or poorly proportioned elevation facing the street. This can usually be avoided by setting the extension back from the existing front elevation; this should be at least 1m at the first floor. They should not exceed the eaves and roof ridge line of the existing house.
- 8.12 In this case it is considered that the extensions would comply with the SPD2 design guidance. The main width of the existing house is 8.60 metres, whereas the proposed two storey side/rear extension would be 5.42 metres in width. This

would be less than two-thirds the width of the existing house and there would be a space/distance remaining of 4.10 metres to the northern boundary of the site adjacent to 6 Cheyne Walk. This differs from the previously refused application (19/05458/FUL) in which the width of the side extension would have been 9.30 metres (i.e. almost extending across almost the full width of the site). In the current application the first floor (western facing) front elevation would be set back 2.45 metres from the existing main front elevation of the house. Also, the ridge to the roof of the extension would be set down 0.8 metres down from the height of the main roof to the existing house. The house has an existing rear 2.56 metres projection at ground and first floor and the two storey rear part of the side extension would only extend beyond that projection by 0.04 metres. The ground floor extension to the rear of the existing house would project out 5.15 metres from the main rear elevation of the house elevation of the existing house, but would effectively replace an existing rear ground floor conservatory of the same depth. A bungalow at the rear of the site and 2 Cheyne Walk is under construction granted by planning permission 18/03004/FUL and is shown in context on one of the site plans. It should be noted that the bungalow is accessed from its own entrance on Addiscombe Road and that the extent of its grounds is separate to that of the proposed development. The bungalow itself replaced two garages that were positioned behind 2 and 4 Cheyne Walk.

- 8.13 The frontage of the building is set 7 metres away from the back edge of the pavement and so the front balconies would not be imposing in the local environment. The proposed extension would be finished in white render to match the existing house and with roof tiles to also match the existing house. There is no objection to the proposed materials subject to them being good match for the existing house.



- 8.14 The site is adjacent to a Listed Building at 281 Addiscombe Road. The distance of the rear elevation of the proposed two storey side / rear extension to the eastern boundary of the site adjacent to 281 Addiscombe Road would be 12.3 metres. Therefore, it is considered that the proposed extension would not harm it's the architectural/historic setting of the Listed Building. Also, this was not a reason for refusal for the previously refused application (19/05458/FUL) where a considerably larger extension was proposed.

- 8.15 Therefore, taking these matters into consideration the proposed extensions would be proportionate and subservient to the siting, massing and height of the main dwellinghouse. The siting and massing of the proposed extensions would be significantly less than that of the previously refused application (19/05458/FUL). The extension would maintain views through the site from Cheyne Walk and would maintain the pattern of spacing of development found in the locality. It would have no adverse effect on the visual amenity of the street scene and locality.
- 8.16 The application site is within an established residential area and one in which there is a gradual transition to a higher-density flatted development. The individual and cumulative impact of the development on the local character is considered to be acceptable as assessed above. The impact of the development on the neighbouring highway network (including on and off street car parking capacity) is acceptable as considered further on in this report. The proposal would result in a development that would have an acceptable impact on the appearance of the street scene and accords with the national and local requirements to intensify the development potential of sites and to optimise the delivery of additional housing in a sustainable manner. It is also in a location that is accessible to a local public transport and
- 8.17 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development 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 or exceed the internal dimensions required by the Nationally Described Space Standards (NDSS). All would have private external amenity spaces in the form of a private garden area (ground floor flats) or balconies (first floors flats) to meet minimum space standards. There would be provision made for communal amenity spaces to be provided at ground level in a communal side garden and it would be able to incorporate an acceptable amount children's play space. Lloyd Park is also less than a 7 minute walk away and so would also be an outdoor resource close at hand for future occupiers and those with children.
- 8.19 The internal layout and arrangement of the proposed flats would make the best use of available floor space and have pleasant outlooks from the main habitable rooms. The bedroom of Flat 1 on the ground floor would look directly out on the communal side garden, but would have a planting area below it to provide some defensible space. Officers are satisfied that the internal spaces would be able to accommodate acceptable in-built storage for future occupants. All of the flats would have private garden or balcony space to meet minimum amenity standards, as well as access to the ground floor side communal garden area. The 3 bedroom flats would be located at ground floor and this would assist ease of access for the family dwelling.
- 8.20 Overall, the proposed development could provide an interesting and pleasant place to live for future occupiers. The proposed soft landscaped communal

garden would provide opportunity for recreational use for the residents and the provision of soft landscaping to the forecourt would contribute to a pleasant public realm.

### **Residential Amenity for Neighbours**

8.21 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties or have an unacceptable impact on the surrounding area. This can include loss of privacy, daylight, sunlight, outlook or an increased sense of enclosure. It is considered that the position of the site and siting and massing of the proposed building on the site would not have any adverse effect in terms of light, privacy, or outlook on the amenities of residents in adjacent properties. The properties bounding the site are to the south at 2 Cheyne Walk, north at 6 Cheyne Walk, and to the west at 281 Addiscombe. A new build bungalow (18/03004/FUL) is under construction at the rear of 2 and 4 Cheyne Walk, but is owned by the applicant.

- **2 Cheyne Walk**

8.22 The proposed rear single storey extension would effectively be sited in the position of the existing rear conservatory and, on that basis, would have no adverse effect on the amenities of 2 Cheyne Walk occupiers. Similarly, the proposed projection of the two rear extension would effectively be sited in the position of the existing rear projection in relation to 2 Cheyne Walk. Therefore, no adverse loss of privacy, light, or outlook would result from the proposed extensions.

- **6 Cheyne Walk**

8.23 The northern flank elevation of the two storey side/rear extension would be sited a distance of 4.10 metres away from the boundary with 6 Cheyne. No windows are proposed on the northern flank of the extension. Therefore, no adverse loss of privacy, light, or outlook would result from the proposed extensions at or above first floor level. The proposed refuse store and cycle store would be sited on the forecourt adjacent to the northern boundary of the site. However, the southern flank elevation of the house at 6 Cheyne Walk is significantly separated from the boundary by a driveway to a side garage. Therefore, no adverse loss of outlook would result from the proposed siting of the refuse and cycle enclosures.

- **281 Addiscombe Road**

8.24 The eastern rear elevation of the two storey side/rear extension would be sited 12.30 metres from the eastern rear boundary of the site and 18.30 metres from the western elevation of 281 Addiscombe Road. This would comply with rear-to-rear window distances of 18 metres as recommended in the SPD2. In the previously refused application (19/05854/FUL) the window-to-window distance would have only been 14 metres, so it is considered the previous refusal reason is overcome.

- **1 and 3 Cheyne Walk**

8.25 These houses are on the opposite carriageway and the distance of the front elevation of the application site to the front elevations of 1 and 3 Cheyne Walk

is 28.62 metres. Therefore, no adverse loss of light or loss of outlook from the proposed extension, nor adverse loss of privacy from frontage balconies or windows would result.

- **Other Amenity Issues**

- 8.26 In terms of noise and general disturbance it is considered that there would be noise and general disturbance result from demolition and construction works. However, a condition is recommended to ensure that a construction logistics plan is submitted for approval to manage and minimise disturbance. It is not considered that the development would result in any adverse increased noise from the number of dwellings proposed on the site given the minor nature of the development.
- 8.27 In terms of safety and security, there would be natural surveillance from the proposed flats over the highway of Cheyne Walk. Details of security lighting to the external access and external circulation areas would be secured by condition.

### **Parking and Highway Safety**

- 8.28 Transport for London were consulted on the application due to the proximity to the road to Addiscombe Road which is a Red Route and their comments are reported in the consultations section of this report, as above.
- 8.29 Vehicular access to the site will be taken from the existing vehicle access from Cheyne Walk. A total of 1 car parking space will be provided at ground level and it would be of a design compatible with disabled use (if required). The parking provision would therefore equate to just less than 0.25 car parking space per dwelling and for a scheme including 1 three bedroom flat and 3 one bedroom flats this is considered an acceptable provision. The site has Transport for London Ptal rating of 3, but is close to a Ptal 4 area and within a 5 minute walk of a Ptal 5 area, near Sandilands tram stop. There are also bus routes on Addiscombe Road. Transport for London commented on the application and considered that the scheme should comply with the parking standards set out in the 'draft' 2019 London Plan. The latest current version of that document is the 'Intend to Publish' Plan issued in December 2019 and Policy T6 of it states that car fee development should be the starting point for all development in places which are well connected by public transport.
- 8.30 The proposed forthcoming extension of the East Outer Controlled Parking Zone (CPZ) would lead to '*free to park*' parking bays being marked out in Cheyne Walk. In the event that '*resident only permit holder only*' parking bays are subsequently introduced in Cheyne Walk, then the applicant has provisionally agreed to enter into a Section 106 (S106) legal agreement to prevent future occupiers of the flats from applying for residential parking permits
- 8.31 Given the accessibility of the site to local buses and Sandilands tram stop, then it is considered the proposed development would not lead to any increase of off-street parking detrimental to the local roads and that the development would comply with London Plan policy. It is noted that the previously refused planning



application (19/05458/FUL) also proposed one off-street parking space for 5 flats and the amount off-street parking was considered acceptable and was not cited as a refusal reason.

- 8.32 The site is within a relatively short walking distance to of local bus stops and Sandilands tram stop which should assist in promoting sustainable public transport use. Cycle storage provision for 7 cycles within an enclosed structure is also made for the dwellings. The cycle storage provision would comply with the minimum standards set out in the London Plan.
- 8.33 Given all these circumstances it is considered that the amount of off-street car parking provision would be acceptable.
- 8.34 In terms of road safety the vehicle access is an existing one and the layout of the parking area would allow a vehicle to turn safely on the site and enter and exit the access in a forward gear. The applicant has also shown on plans that visibility splays are achieved to the existing vehicle access.
- 8.35 Fire safety access would be acceptable as no part of the building would be more than 45 metres distance from the highway.
- 8.36 Full details of a construction logistics plan can be secured by condition to ensure that the demolition and construction works would be undertaken in a considerate manner.

### **Refuse Storage**

- 8.37 The refuse storage would be sited on the forecourt area adjacent to the northern boundary of the site and officers are satisfied it could provide an acceptable bin volume for co-mingled refuse collection, which is usual for flatted development. It would be within 20 metres of the highway so would be an acceptable pull distance for Council operatives. The enclosure would be largely screened from view from Cheyne Walk by an existing high front boundary wall and hedgerow planting behind it. Details of the appearance of the refuse enclosure can be secured by condition.

### **Flood Risk**

- 8.38 The site is within an area with a low risk of flooding. A Sustainable Urban Drainage strategy (SUDs) can be secured by condition.

### **Sustainability**

- 8.39 Policy seeks high standards of design and construction in terms of sustainability and sets out Local and National CO2 reduction targets. The development would be required to meet a minimum 19% on-site CO2 reductions beyond Part L of 2013 Building Regulations through on-site energy efficiency measures and renewable technologies. Conditions can be used to ensure CO2 reduction compliance and to ensure water use targets have been met following construction.

### **Trees, Landscaping and Biodiversity**

- 8.40 One hedge will be removed to enable the proposed development, but no other substantive trees would be removed from the site. Private rear gardens, and a communal garden area and buffer planting is also proposed on the site and would provide an opportunity to provide additional tree planting on the site. Further details to promote biodiversity, and assist surface water drainage, and to combat climate change can also be secured as part of the recommended landscaping and SUDS conditions. Full details of tree planting and other planting could be secured as part of the recommended landscaping condition.

### **Other Matters**

- **CIL**

- 8.41 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**

- 8.42 Given the significant need for housing within the Borough, the principle of this residential development is considered acceptable within this area. The proposed design would respect the character and appearance of the residential area and would represent a sensitive and sustainable redevelopment of the site. Whilst it is acknowledged that the mass of built form would be greater than the existing building currently on site, the proposal would be in context with the transition of the surrounding environment. The proposal would have no significantly harmful impact on the amenities of the adjacent properties and the application demonstrates that the impact on the highway network would be acceptable. Officers are satisfied that the scheme is worthy of a planning permission.
- 8.43 All other relevant policies and considerations, including equalities, have been taken into account.