

1 SUMMARY OF APPLICATION DETAILS

Ref: 20/05761/FUL
 Location: 226 Addington Road, South Croydon, CR2 8LD
 Ward: Selsdon Vale and Forestdale
 Description: Erection of extension to rear of the existing building to provide a 1 bedroom dwelling with private amenity courtyard, rear balcony amenity, external staircase and additional refuse and cycle provision at ground level.
 Drawing Nos: 1460-PL-1100, 1460-PL-1101 Rev A, 1460-PL1102 (received 01.07.21), 1460-PL1200, 1460-PL1201, 1460-PL1300, 1461-PL1301, 1460-PL-1102, 1460-PL1210 (received 01.07.21), 1460-PL1211 (received 01.07.21), 1460-PL1310, 1461-PL1311 (received 01.07.21), 1460-PL-1350, Design and Access Statement (30th October 2020)
 Applicant: Mr B Quadir
 Case Officer: Hayley Crabb

	1 Bedroom	Total
Proposed Homes	1 bedroom	
Total	1	1

1.1 This application is being reported to Planning Sub Committee as the applicant is Councillor Quadir – and the Director of Planning and Strategic Transport considers it appropriate for the planning application to be afforded Planning Sub Committee scrutiny.

RECOMMENDATION

2.1 That the Committee resolve to REFUSE planning permission.

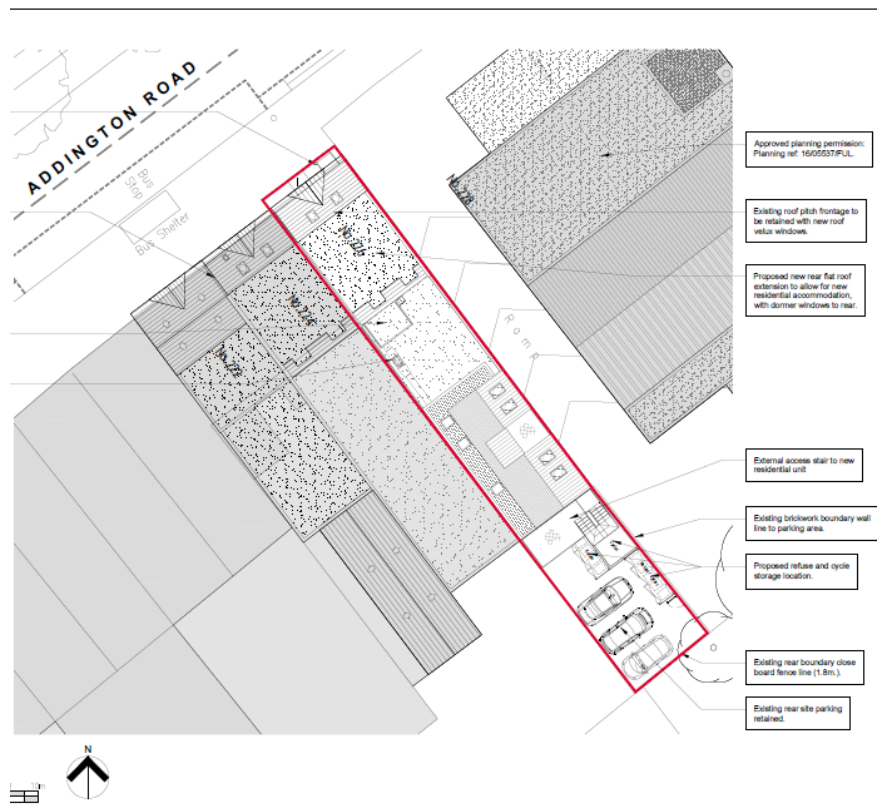
1. The development would provide poor level of accommodation by reason of poor layout, poor outlook, poor accessibility, poor amenity space and the fear of crime for future occupiers and would exacerbate safety concerns and would thereby conflict with Policies SP2.6, SP2.7, SP2.8, SP4 and DM10 of the Croydon Local Plan (2018), Policies D3, D5, D6 and table 3.2, D7 of the London Plan (2021), the DCLG Technical Housing Standards – Nationally Described Space Standard (March 2015), the Housing Supplementary Planning Guidance to the London Plan (March 2016) and the Suburban Design Guide - Supplementary Planning Document (April 2019).

2. The development would be detrimental to the amenities of the occupiers of the host and adjoining property by reason of visual intrusion, poor outlook, noise and smell and would hereby conflict with Policies SP4, DM10, DM23 of the Croydon Local Plan (2018) and Policies D3 and D14 of the London Plan (2021) and the Suburban Design Guide - Supplementary Planning Document (April 2019).
3. The proposed development would provide inadequate facilities for cycle parking within the site which would not be accessible and would thereby conflict with Policies T4 and T5 of the London Plan (2021), Policies SP8, DM29 and DM30 of the Croydon Local Plan (2018) and the Housing Supplementary Planning Guidance to the London Plan (March 2016).

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal comprises the erection of an extension to the rear of the existing building to provide a 1 bedroom (2 person) dwelling with private amenity courtyard, external staircase (including an additional amenity area) and additional refuse and cycle provision at ground level and alterations.



- 3.2 It should be noted that amended drawings have been submitted (1st July 2021) clarifying elements and correcting in-accuracies on the drawings and showing the

adjacent right of way. It should also be noted that the siting of the wooden fencing around the adjacent site has not been shown on the plans showing the width of the right of way as it currently stands.

- 3.3 The proposed site plan also shows the existing extract chimney serving the existing restaurant use would be re-located, closer to the rear of the main building. No further details have been provided.
- 3.4 The proposed ground floor plan shows the proposed dwelling would gain access via an entrance off the right of way which runs along the side of the building. A door has also been shown in the side elevation to serve a cycle store. Details of the right of way have now been provided and that the agent has advised the alleyway is part of the adjacent site, but that there is a right of way for the application site in place. It should be noted this land (right of way) is included in the red line boundary of the adjacent site (application 16/05537/FUL), however currently on site wooden hoardings have been installed around the site leaving the right of way outside of the site. It should be noted that the siting of the wooden fencing has not been shown on the plans as stated in 3.2 above.
- 3.5 It should also be noted this is a re-submission of a previous application (20/01761/FUL) which was presented and determined at Planning-Sub Committee on 6th August 2020 and refused on grounds of quality of accommodation and impact on neighbours.

Site and Surroundings



Site Location Plan

- 3.6 The application site lies on the south-eastern side of Addington Road.
- 3.7 Two/three storey properties are sited along Addington Road with commercial/retail units on the ground floor and residential above. Two storey post-war housing lies

further south-east. The application site consists of a restaurant on the ground floor with a four bedroom HMO on the upper floors.

- 3.8 The application site lies within Selsdon District Centre, a primary shopping area and an area at risk of surface water and critical drainage flooding as identified by the Croydon Local Plan
- 3.9 The site falls within a PTAL 2 – Poor accessibility to public transport links.

Planning History

- 3.10 There is a lot of history on the site. The most relevant being:-
- 3.11 20/01761/FUL - Erection of extensions to rear of the existing building to provide a 2 bedroom dwelling with private amenity courtyard and additional refuse and cycle provision. Planning Permission was refused on 12.08.2020 for the following reasons:
 - 1. The development would provide poor level of accommodation by reason of poor layout, poor outlook, poor amenity space and the fear of crime for future occupiers and would exacerbate safety concerns and would thereby conflict with Policies SP2.6, SP2.7, SP2.8, SP4 and DM10 of the Croydon Local Plan 2018, Policies 3.5 and 7.1 of the London Plan (consolidated with alterations since 2011), the DCLG Technical Housing Standards – Nationally Described Space Standard (March 2015), the Housing Supplementary Planning Guidance to the London Plan (March 2016) and the Suburban Design Guide - Supplementary Planning Document (April 2019).*
 - 2. The development would be detrimental to the amenities of the occupiers of the host and adjoining property by reason of visual intrusion and poor outlook and would thereby conflict with Policy DM10 of the Croydon Local Plan 2018 and 7.4 and 7.6 of the London Plan (consolidated with alterations since 2011) and the Suburban Design Guide - Supplementary Planning Document (April 2019)*
- 3.12 19/04027/FUL - Alterations to existing front and rear elevation, installation of roof lights on front roof slope, alterations, erection of roof extension to include dormer extensions on rear roof slope, conversion of upper floors to form 3 one bedroom flats and installation of balconies at rear at first and second floor levels and associated refuse, cycle stores and parking – Planning Permission Granted on 12.02.2020.
- 3.13 90/00883/P - Retention of covered way and fire escape staircase; and external ducting – Planning Permission Granted on 10.04.1991.

- 3.14 88/02172/P - Erection of external fire escape staircase at rear – Planning Permission Refused on 12.10.1988.
- 3.15 88/00243/P – Erection of two storey rear extension – Planning permission Granted on 25.05.1988.
- 3.16 87/02158/P – Erection of two storey rear extension – Planning Permission Granted on 28.10.1987.
- 3.17 81/20/2128 – Change of Use of ground floor shop to restaurant and erection of single storey rear extension – Planning Permission Granted.

222 Addington Road, South Croydon

- 3.18 There is a lot of planning history for the site. The most relevant applications are as follows:-
- 3.19 20/02221/LP - Change of use of the ground floor unit from a coffee and retail shop (Use Classes A1 and A3) to a bakery (Use Class A1) – Certificate Granted on 17.07.2020.
- 3.20 19/05073/DISC - Discharge of conditions 2 (Cycle and refuse) and 3 (Noise) attached to planning permission 19/03476/GPDO for, Change of use of basement (Use Class B1 - office) to a studio unit (Use Class C3 - dwelling) – Approved on 04.12.2019.
- 3.21 19/03634/DISC - Discharge of condition 2 (Refuse store and recycling arrangements) attached to planning permission 18/02030/GPDO for the use of ground and first floor as three flats – Approved on 17.09.2019.
- 3.22 19/03476/GPDO - Change of use of basement (Use Class B1 - office) to a studio unit (Use Class C3 - dwelling) – Prior Approval Approved on 23.09.2019.
- 3.23 19/02367/GPDO - Change of use of basement (Use Class B1 - office) to a studio unit (Use Class C3 - dwelling) – Prior Approval Refused on 22.07.2019. (222c Addington Road).
- 3.24 18/05467/FUL - Installation of roof lights on front roof slope and erection of three dormer extensions on rear roof slope to provide 1 studio flat within the roof space – Planning Permission Granted on 17.01.2019.
- 3.25 18/04941/DISC - Discharge of conditions 2, 3 and 4 attached to permission 18/02030/GPDO for use of ground and first floor as three flats – Approved on 23.11.2018. (222c Addington Road).

- 3.26 18/02030/GPDO - Use of ground and first floor as three flats – Prior Approval Approved on 14.06.2018. (222c Addington Road).
- 3.27 17/03830/FUL - Erection of a new floor and change of use of the existing building to form 2 one-bedroom flats and 1 two bedroom flat – Planning Permission Refused on 26.09.2017. (222c Addington Road).
- 3.28 04/03200/P - Conversion of 1st & 2nd floors above shop unit to form 2 one bedroom flats and erection of external access staircase at rear – Planning Permission Granted on 01.12.2004. (222a Addington Road) (From the Planning history records known as A and B).

224 Addington Road, South Croydon

- 3.29 06/04290/P - Alterations; conversion of first, second and third floors to form 3 one bedroom flats; erection of dormer extension in rear roof slope and installation of velux windows in front roof slope – Planning Permission Granted on 11.12.2006.

230 Addington Road, South Croydon

- 3.30 16/05537/FUL - Demolition of existing garage and showroom. Erection of four storey building with retained lower ground floor level and basement comprising mixed use retail and 11 two bedroom, 14 one bedroom and 1 three bedroom flats – Planning Permission Granted on 22.08.2017. No works pursuant to this planning permission have taken place to date.
- 3.31 20/01114/NMA - Non-material amendment to planning permission ref. 16/05537/FUL for the demolition of existing garage and showroom. Erection of four storey building with retained lower ground floor level and basement comprising mixed use retail and 11 two bedroom, 14 one bedroom and 1 three bedroom flats – Approved on 30.03.2020.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development on the site is acceptable;
- The design and appearance of the development is appropriate for the site;
- There would be harm to the residential amenities of the host/adjoining occupiers;
- The living standards of future occupiers would be un-acceptable;
- The level of parking and impact upon highway safety and efficiency is acceptable;
- Cycle parking would be un-acceptable;
- Sustainability aspects of the development could be controlled by condition.

5 CONSULTATION RESPONSE

- 5.1 The views of the Planning & Building Control Directorate are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6 LOCAL REPRESENTATION

6.1 A total of 25 neighbouring properties were notified about the application and invited to comment. Site notices were also erected. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 1 Objecting: 1 Supporting: 0

6.2 The following issues were raised in representations that are material to the determination of the application, and they are addressed in the next section of this report:

- Overlooking
- Noise/Air Pollution

6.3 The following issues were raised in representations that are not material to the determination of the application:

- Property values (Officer comment: This is not a planning consideration)

7 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 Croydon Local Plan (2018), Mayor's London Plan (2021) and the South London Waste Plan 2012.

7.2 Government guidance is contained in the National Planning Policy Framework (NPPF), revised in August 2021. 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.

7.3 The London Plan 2021 (March) was formally published on 2nd March 2021 and therefore the policies form part of the development plan and therefore the policies are a material planning consideration. The main policy considerations from the London Plan (2021) raised by the application that the Committee are required to consider are:

Six Good Growth Objects

- GG1 Building strong and inclusive communities

- GG2 Making best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards (including Table 3.2)
- D7 Accessible housing
- D12 Fire Safety
- D14 Noise
- HC1 Heritage conservation and growth
- H1 Increasing housing supply
- H2 Small Sites
- H10 Housing Mix
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S18 Waste capacity and net waste self-sufficiency
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning

7.4 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.

Croydon Local Plan 2018 (CLP):

- SP2: Homes.
- SP2.1 Choice of homes.
- SP2.2 Quantities and locations.
- SP2.7 Mix of homes by size.
- SP2.8 Quality and standards.
- DM1: Housing Choice for Sustainable Communities.
- DM1.2 Net loss of 3 bed or homes less than 130 sq.m.
- SP4: Urban Design and Local Character.
- SP4.1 High quality development that responds to local character.
- DM10: Design and Character.
- DM10.1 High quality developments, presumption for 3 storeys.
- DM10.2 Appropriate parking and cycle parking design.
- DM10.4 Private amenity space.
- DM10.5 Communal amenity space.
- DM10.6 Protection to neighbouring amenity.
- DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.
- DM10.8 Landscaping.
- DM13: Refuse and Recycling.
- DM13.1 Design, quantum and layouts.
- DM13.2 Ease of collection.
- DM16 Promoting Healthy Communities
- DM18 Archaeology
- SP6: Environment and Climate Change.
- SP6.3 Sustainable design and construction.
- Minor residential scheme 19% CO2 reduction.
- Water efficiency 110 litres.
- SP6.4 Flooding and water management – c) SUDs.
- SP6.6 Waste management.
- DM18: Historic Assets and conservation
- DM25: Sustainable drainage systems.
- SP: 7 Green Grid
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
- SP8.5 and SP8.6 Sustainable travel choice.
- SP8.7 Cycle parking.
- SP8.12 and SP8.13 Electric vehicles.
- SP8.17 Parking standards in low PTAL areas.
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.
- DM44: Selsdon

Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- DCLG – Technical Housing Standards - Nationally Described Space Standards (NDSS)
- National Planning Practice Guidance
- London Cycle Design Standards
- Suburban Design Guide SPD (April 2019)

7.5 The Suburban Design Guide SPD provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The guide sets out how residential development, including extensions and alterations, in neighbourhoods across the borough is part of a holistic strategy being driven by the Council to deliver tangible public benefits to suburban communities.

7.6 With a growing population there is a necessity to build more homes and Croydon is planning for 32,890 new homes by 2036, as set out in the housing target in the Croydon Local Plan 2018 with one third of these units through the delivery of development on windfall sites.

8. MATERIAL PLANNING CONSIDERATIONS

8.1 The principal planning issues relate to:

- a. Principle of development
- b. Townscape and visual impact
- c. Residential amenity of neighbouring occupiers
- d. Residential amenity of future occupiers
- e. Transport and highways
- f. Environment and sustainability

Principle of development

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised/more efficient uses of the city's land. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.

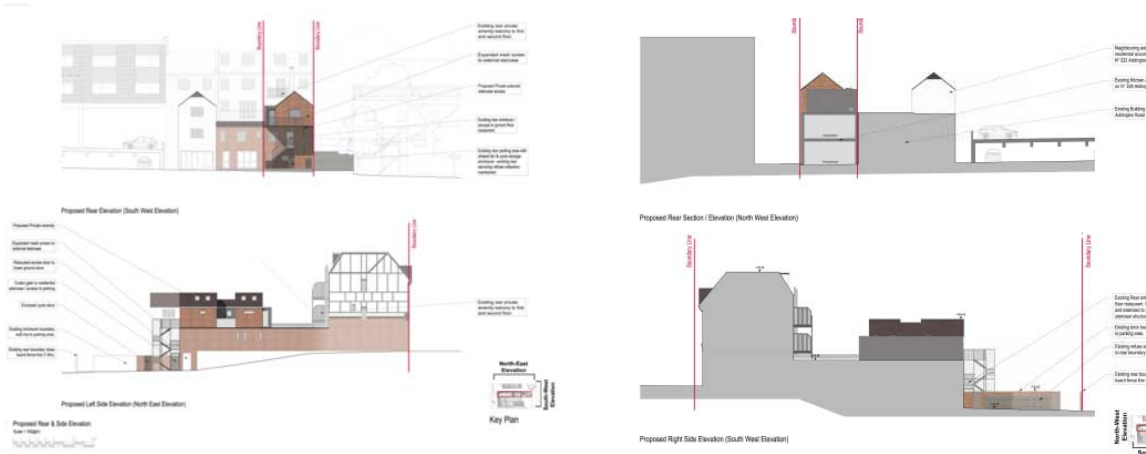
8.3 Policy DM10 of the Croydon Local Plan (2018) and the Suburban Design Guide Supplementary Planning Document (April 2019) set out guidance on subdivision of plots and infill development, stating that it is acceptable where it respects the character of the area. This will be assessed in more detail below.

- 8.4 It should be noted this is a resubmission of a previous refusal (20/01761/FUL). The proposed development would create an additional residential unit that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2021) and the Croydon Local Plan (2018).
- 8.5 The surrounding area is mixed in use with residential above shops and to the rear of the site. It is considered this use is acceptable in principle subject to the demonstration that the development deals adequately with the matters raised in considering the material considerations relevant to the proposal.

Townscape and visual impact

- 8.6 The National Planning Policy Framework (NPPF) (August 21) outlines the Government's requirements for the planning system and establishes how these will be addressed.
- 8.7 Policy D2 (Infrastructure requirements for sustainable densities), Policy D3 (optimising density through the design-led approach), D4 (delivering good design), D5 (inclusive design), D6 (Housing quality and standards) and HC1 (Heritage conservation and growth) of the London Plan 2021 states development should:
- (a) Make the best use of land by following a design-led approach that optimises the capacity of a site (including site allocations). The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to the sites context and capacity for growth and the existing and planned supporting infrastructure capacity (as set out in Policy D2) (D3);
 - deliver buildings that enhance local context, respond to local distinctiveness and be compliant with building types, forms and proportions (D3);
 - be high quality, pay attention to detail and use attractive and robust materials (D3).
 - provide people focused spaces designed to create social interaction, be convenient and welcoming, with no disabling barriers (D5);
- 8.8 Policy DM10 of the Croydon Local Plan (2018) requires the siting, layout and form of new development to respect the character and appearance of existing areas. Policy SP1.1 indicates that the Council will require all new development to contribute to enhancing a sense of place and improving the character of the area. Policies SP4.1 and SP4.2 of also require development to be of a high quality which respects and enhances local character.
- 8.9 The Suburban Design Guide (April 2019) 2.28.1 states that proposals that seek to

subdivide and/or infill must conform to Policy DM10.4(e) of the Croydon Local Plan (2018) and should refer to Section 2.16 or 2.18 of this guide (as relevant) in relation to building positioning. They should also consider the existing pattern of development along the street, and the associated visual amenity that breaks in built form provide.



8.10 The application site is at the end of a parade of shops. It is proposed to erect an extension to the rear which would have a pitched roof. Whilst the extension has been re-designed, the proposed extension would still use the majority of the existing roof area at rear and would be the full width of the plot. The extension would also incorporate changes to the existing building and staircase provided at rear due to the changes in level at rear. There are varying forms of extension/parking area at rear with no. 222 having a three storey element at rear with a pitched roof.



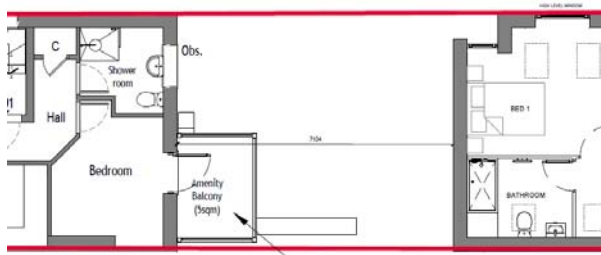
Rear of no. 222 Addington Road Rear of the application site

8.11 The proposal would appear subservient to the frontage building, being lower in height. The pitched roof is an appropriate form of roof and responds to what has previously been approved at no. 222. The proposal would be the full width of the plot albeit the extension has been re-designed. During application 20/01761/FUL, it was considered the development would detract from the appearance of the building, exacerbate safety concerns and would be out of

keeping with the character of the locality and surrounding area by reason of its size, siting, design and materials. However the committee resolved that the development would not significantly detract from the appearance of the building, but that given the siting of the site off an access road with limited surveillance opportunities, it was considered the proposed development would give rise to concerns over safety. Whilst the building has been re-designed, it is now proposed to provide the entrance to the proposed dwelling via a right of way and therefore it is considered these matters are still relevant to the current application.

Residential amenity of neighbouring occupiers

- 8.12 Policy D3 (Optimising density through the design-led approach) of the London Plan states developments should secure safe and inclusive environments, secure outlook, privacy and amenity, provide green space and achieve outdoor /indoor environments that are inviting for people to use. Policy DM10 of the Croydon Local Plan requires the Council to have regard to the privacy and amenity of adjoining occupiers. Policies SP4.1 and SP4.2 seek to respect and enhance character, to create sustainable communities and enhance social cohesion and well-being and the Suburban Design Guide SPD states extensions should not negatively impact upon neighbouring properties. SPD states a rear extension could have a greater depth than 3.5m dependent on the 45 degree angle from the neighbouring property (taken from the centre of the window of the nearest habitable room in the neighbouring properties).
- 8.13 One of the reasons for refusal in respect of application 20/01761/FUL was that it was deemed that the development would be detrimental to the amenities of the occupiers of the host and adjoining property by reason of visual intrusion and poor outlook.
- 8.14 The proposed dwelling has been designed to minimise direct overlooking, due to the location of windows. No. 226 is in use as a restaurant on the ground floor with a HMO over. Planning Permission has been granted for alterations and use of the upper floors as flats. This has not been implemented at the time of the officer's site visit. The previous proposal (20/01761/FUL) proposed an extension which would be situated approximately 4.5m from the main rear wall (approximately 2.7m from the end of the balcony to the proposed extension). The amended drawings of the proposed floor plan show the proposed extension would be set approximately 7.1m from the rear of the existing building. The proposed extension would be set 5.05m from the balcony area.



Proposed first floor plan



Proposed side elevation

- 8.15 The upper floors of 224 Addington Road (including the roof area) have been converted to three flats and have rear facing dormer extensions on the rear roof slope, (reference 06/04290/P), the upper floors of 222 Addington Road have also been converted in to flats with roof extensions (18/02030/GPDO and 18/05467/FUL).
- 8.16 Planning permission has also been granted at 230 Addington Road for the erection of a four storey building with retained lower ground floor level and basement comprising mixed use retail and 11 two bedroom, 14 one bedroom and 1 three bedroom flats (16/05537/FUL). This has not been constructed at the time of the officer's site visit.
- 8.17 The upper floors of the frontage building are in residential use and the approved scheme for its conversion in to self-contained flats is a material consideration. Both the existing layout and the approved scheme results in principal room windows and main habitable room windows being located in the rear elevation of the existing building, at a distance of approximately 5-7m, which would result in a loss of outlook and an overbearing impact detrimental to the amenities of existing and future residents. There would be a similar impact on 224 Addington Road. Whilst the proposal would be set to the north and on an angle, it would still be in close proximity, approximately 7m, from rear principal room windows. It is considered the

proposed development would not satisfactorily overcome the previous reason for refusal and therefore deemed unacceptable. As mentioned above, the existing extract chimney would be re-located to the rear elevation of the frontage building. This would exacerbate the negative impact of the proposed development/associated works on the neighbouring properties and potentially lead to disturbance by way of loss of smell.



Aerial View

- 8.19 There are residential properties to the rear of the site in Dulverton Road. The proposed development would be located approximately 13m from the boundary. No. 222 Addington Road which is in use as flats is closer to the boundary than the proposed development. Whilst an additional amenity area has been shown at rear (outside the front door at first floor level) facing Dulverton Road, given the mutual level of overlooking between gardens, it is considered in this instance that the proposed development would not have an undue impact on the amenities of properties in Dulverton Road to substantiate a reason for refusal on impact on their amenity. This does not outweigh the harm identified elsewhere in the report.

Residential amenity of future occupiers

- 8.20 The Housing SPG states in 2.1.1 “The Mayor is clear that one of his key planning priorities is “to improve standards for the quality and design of housing, making sure that homes meet the needs of a changing population throughout their lives, and are built to the highest environmental standards”. The London Plan (LP) reflects this and promotes design quality in all new homes to enhance and extend London’s architectural heritage and deliver higher design standards for everyone. The Mayor’s aim is to deliver new housing in all tenures which is fit for purpose in the long term; comfortable, safe, accessible, environmentally sustainable, and spacious enough to accommodate the changing needs of occupants throughout their lifetimes”.

Paragraph C of Policy 3.5 of the London Plan sets out an approach to the design

of individual dwellings and shared spaces within buildings. It incorporates Government's nationally described space standard¹³⁰, adopted through MALP, which new dwellings are required to meet, and outlines considerations relating to the size and layout of rooms in a dwelling, the 'approach', the 'home as a place of retreat', and climate change mitigation and adaptation. If step free access is not proposed, it needs to be clearly demonstrated that achieving step free access would make the development unviable.

In 2.3.2 The 'arrival' at a building, the design of shared circulation and lift access, car parking provisions and areas for cycle storage are important factors in making housing safe and secure, welcoming and accessible for all. The standards recognise that many new homes in London will be flats, and that the design of the shared circulation areas will be critical to the success of new developments. Many of these standards are based on accessibility and adaptability principles, which have been requirements for new housing in London for a number of years".

8.21 Whilst the London Plan (2021) has now been adopted which supersedes policy 3.5 above, Policies D3, D6 and D7 of the London Plan state:

- Development should secure safe and inclusive environments, secure outlook, privacy and amenity, provide green space and achieve outdoor /indoor environments that are inviting for people to use (D3).
- Housing development should meet the standards set in table 3.1 (D6).
- Housing development should maximise dual aspect dwellings (D6).
- Development should provide sufficient daylight and sunlight to new and surrounding housing (D6).
- Development should meet 8 internal standards (these are identical to the national described standards). (D6).
- Development should provide adequate outdoor space, 5m² per person (1 and 2 bed units) and 1m², per person thereafter (D6).

8.22 Therefore there is still a requirement for developments provide an acceptable level of accommodation for future occupiers.

8.23 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 occupant. The Housing SPG states "Private open space is highly valued and should be provided in all new housing developments. Minimum private open space standards have been established in the same way as the internal space standards, by considering the spaces required for furniture, access and activities in relation to the number of occupants. The resultant space should be of practical shape and utility and care should be taken to ensure the space offers good amenity". The London Plan (2021) also states (table 3.2) that private outdoor amenity space should be usable and have a balance of openness and protection, appropriate for its outlook and orientation.

- 8.24 The proposed dwelling should be designed in line with the standards set out in the Nationally Described Space Standards (NDSS) and the London Plan Housing SPG, particularly with regard to minimum floor space standards (including minimum sizes and widths for rooms/storage).
- 8.25 The previous application (20/01761/FUL) was refused on the ground the development would provide poor level of accommodation by reason of poor layout, poor outlook, poor amenity space and the fear of crime for future occupiers and would exacerbate safety concerns.
- 8.26 The Technical Housing Standards – nationally described space standard states a 1 bedroom (2 persons) unit should have a minimum gross internal floor area of 50m² with 1.5m built in storage. The proposed dwelling would meet the Technical Housing Standards floor space standard.
- 8.27 The proposed dwelling would have a narrow window and high level window serving the bedroom which face north-east and an external private amenity space located towards the centre of the floor plan. It should be noted the previous application proposed a two bedroom unit.



Proposed elevation and first floor plan

- 8.28 The location of the private amenity space would give the bedroom an additional aspect, improving the light and outlook which is otherwise only available from a narrow side facing window and high level window. However, the outlook, whilst on to what could be a pleasant area, being within the occupiers' control, is mainly on to the rear elevation of the living space. Overall this bedroom is considered to have poor outlook and light. The amenity space would be mainly enclosed and north-east facing, facing a current dilapidated site which was granted planning permission for a four storey building (application 16/055437/FUL). This permission however has recently lapsed. Whilst it would provide amenity in some respects similar to an inboard balcony it would be enclosed on three sides. This combined with the poor outlook, and limited windows to the main living space results in an unacceptable level of residential amenity in a poorly laid out unit.

- 8.29 Table 3.2 of the London Plan (2021) states development should provide a clear and convenient route with a feeling of safety and should be accessible (D7). There would be entrances with a staircase. The existing restaurant use via the service yard and an entrance to the proposed dwelling via right of way along the side of the existing building.



*From Addington Road
(looking down the right of way)*



*From the other end of the right of way looking
towards Addington Road*



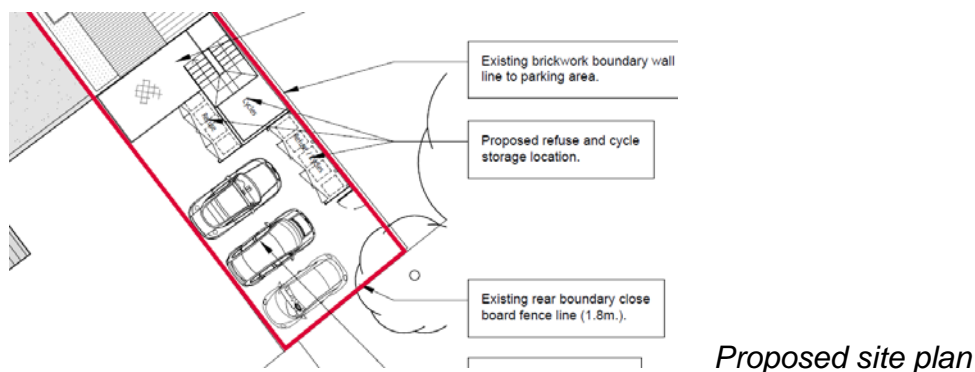
Photograph from the rear of the site

- 8.30 The agent has advised that the right of way forms part of the adjacent site, but that there is a right of way for the application site in place. It should be noted this land (right of way) is included in the red line boundary of the adjacent site (application 16/05537/FUL), however currently on site wooden hoardings have been installed around the site leaving the right of way outside of the site. The siting of the wooden fencing has not been shown on the plans showing the width of the right of way as it currently stands. However, from the site photos, it shows this results in a narrow, long, dark, unwelcoming space. It should also be stated the right of way is set on a slope as seen in the above photo.

- 8.31 It is considered the siting of the entrance for the proposed dwelling onto the right of way would not be accessible for all and would exacerbate safety and security concerns due to the siting of the entrance within a poorly located, accessible and lit area. The siting of the proposed development therefore would be poorly accessible

and gives rise to the fear of crime and therefore would not be safe, secure and welcoming and accessible for all. Whilst the presence of the hoarding, and whether it contravenes a right of way, is a private matter, the combination of the location of the access and the layout of the entrance approach to the building is considered to be unacceptable.

- 8.32 The refuse provision would be at the rear of the site and the collection arrangement would appear to be similar to neighbouring arrangements. Given the siting of the refuse store and other approvals for storage at rear and the collection arrangements are similar to that of its neighbours, it is considered it would not be so detrimental to warrant a refusal of planning permission. This however does not outweigh the harm identified elsewhere in the report.



Transport and highways

- 8.33 Policy T4 and T6 of the London Plan 2021 seek to ensure that the road network is safe for all while ensuring that an appropriate level of parking is provided in new developments Policy SP8 of the Croydon Local Plan (2018) concerns traffic generation, sustainable travelling and parking standards. Policy DM29 of the Croydon Local Plan 2018 – Promoting sustainable travel and reducing congestion. (b) Have a positive impact and must not have a detrimental impact on highway safety for pedestrians, cyclists, public transport users and private vehicles. In 10.29 “All development has an impact on traffic movement in the borough. In order to reduce impact on traffic movement the Council will require new development to promote measures to increase the use of public transport, cycling and walking. Policy DM30 – Promoting sustainable growth and reducing impact of car parking in new development.
- 8.34 The subject site is in an area with a PTAL accessibility rating of 2 (on a scale of 1a - 6b, where 6b is the most accessible) as indicated on maps produced by TFL and provides moderate access to public transport. 3 parking spaces have been shown at rear which is the current arrangement which would be maintained (the same as per 19/04027/FUL). Three existing car parking spaces are shown at rear which would be retained. Whilst the proposal would result in an additional unit on the site,

it is considered given its District Centre location, that the level of parking would be acceptable in this instance.

- 8.35 It is proposed to provide a cycle store with access off the right of way, adjacent to the proposed entrance. As stated above, details have not been provided in respect of the wooden fencing around the adjacent site with regards to the width of the right of way as it currently stands. As can be seen on the proposed side elevation, the land significantly falls away along the side of the building. The proposed entrance door to the cycle store would be located deep into the plot. The door in the proposed side elevation proposed to serve the cycle store would be under 1.2m in width and given its location along a long, narrow accessway of varying levels given the slope in the land and the fencing erected to the neighbouring site, it is considered the store is not easily accessible and would not be able to accommodate the number of bicycles required and so would be contrary to policy.

Environment and sustainability

- 8.36 SP6.4 of the Croydon Local Plan 2018 - To ensure that the principles of sustainable drainage are incorporated into the development and to reduce the impact of flooding.
- 8.37 The site is identified as very low risk for surface water flooding. Given the siting of the site and the proposed residential accommodation located on the upper floors, it is considered a condition requiring flooding mitigation measures is not necessary in this instance. This does not outweigh the harm identified elsewhere in the report.

Conclusions and Planning Balance

- 8.38 It is considered whilst there is a public benefit to provide additional residential units which make a small contribution to the supply of housing, the public benefits of the proposal do not outweigh the harm that it would cause. It is therefore recommended for planning permission to be refused.

6. OTHER MATTERS

- 6.1 No fire statement has been submitted as required by policies D5 and D12 of the London Plan. Any further submission should include a statement addressing these issues.
- 6.2 All other planning considerations including equalities have been taken into account.