

**PART 6: Planning Applications for Decision**

**Item 6.1**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/00107/FUL  
 Location: 2 - 4 Addington Road, South Croydon, CR2 8RB  
 Ward: Sanderstead  
 Description: Demolition of two semi-detached dwelling houses and the erection of 4/5 storey building to provide 19 residential units, with associated provision of 20 off-street car parking spaces, access, cycle and refuse storage and landscaping.  
 Drawing Nos: 1663 PA 001; 1663 PA 002; 1663 PA 003 Rev C; 1663 PA 004; 1663 PA 005, 1663 PA 010 Rev C; 1663 PA 011 Rev D; 1663 PA 012 Rev D; 1663 PA 013 Rev D; 1663 PA 014 Rev D; 1663 PA 015 Rev D; 1663 PA 016 Rev C; 1663 PA 017 Rev C; 1663 PA 018 Rev D; 1663 PA 019 Rev D; 1663 PA 021 Rev C; 1663 PA 023 Rev D; 100 Rev D; 110 Rev D; 300 Rev D; 301 Rev D; Design and Access Statement by LRS Revision D; Energy Report by Base Energy dated 20.11.2020; External Daylight Study by Base Energy dated 20.11.2020; Internal Daylight Study by Base Energy dated 20.11.2020; Transport Statement by Sarnlea dated October 2020; Bat Survey by CSA Environmental dated June 2020; 18-679-TPP-B dated 02.02.2021; Arboricultural Impact Assessment and Method Statement Revision C dated February 2021; Sustainable Drainage Strategy ref. 2427 – DS – Dec 2020 Rev C.  
 Applicant: Quantum Land and Planning Limited  
 Case Officer: Mr Lucas Zoricak

	1B 2P	2B 3P	2B 4P	3B 4P	3B 5P	5B8P	6B10P	Total
Existing Provision						1	1	<b>2</b>
Proposed Provision	4	12	0	3	0	0	0	<b>19</b>

1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received and Cllr Tim Pollard has referred the application to committee.

**2.0 RECOMMENDATION**

- 2.1 That the Planning Committee resolve to GRANT planning permission subject to:
- 2.2 The prior completion of a legal agreement to secure the following planning obligations:

- a) Provision of 30% affordable housing (by habitable room) at London Affordable Rent levels;
- b) Carbon offset payment (currently estimated at £23,230);
- c) Air quality mitigation contribution of £1,900;
- d) Skills, training and employment strategy and a contribution towards training (figure TBC);
- e) Sustainable transport contribution of £28,500;
- f) S.278 highway works;
- g) Monitoring fees totalling £9,000;
- h) Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport.

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. Tree protection measures and installation of services to be carried out prior to demolition phase and development to be carried out in accordance with the submitted Arboricultural documents
4. Ecology: Development to be carried out in accordance with ecological appraisal recommendations
5. Construction Logistics Plan
6. Delivery and Servicing Plan
7. Drainage - Details in accordance with Surface Water Strategy Report
8. Details of refuse and cycle storage, boundary treatments
9. Details of traffic management system for vehicular ramp
10. Landscaping
11. Details of facing materials
12. Details of privacy screens and obscure glazed windows
13. Details of the play space
14. Provision of solar PV panels
15. 110l Water Restriction
16. Permeable driveway
17. Parking spaces and visibility splays
18. Ecology: Prior to slab level: biodiversity enhancement strategy
19. Ecology: Prior to occupation: wildlife sensitive lighting design scheme
20. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) CIL
- 2) Party Wall Act 1996
- 3) Code of practise for Construction Sites
- 4) Demolition guidance
- 5) Demolition notice

- 6) Sound insulation
- 7) Waste arrangements
- 8) S278
- 9) S106
- 10) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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

3.1 The proposal includes the following:

- Demolition of a pair of semi-detached two-storey dwellings.
- Construction of a four-five storey building comprising 3 x 3 bedroom 4 person flat, 12 x 2 bedroom 3 person and 4 x 1 bedroom 2 person flat.
- Provision of 20 off-street parking spaces.
- Provision of associated refuse/cycle stores.

3.2 Amended plans and description of the proposed development were received during the lifecycle of the application showing an amended design/appearance, reduction in one residential unit. The amendments to the site layout involve removing one car parking space to provide more soft-landscaping at the front of the site, mitigating the impact upon the TPO trees and creating a larger defensible space for Unit 2, following consultation response from Croydon Strategic Transport Officers and Urban Design Officers. The amendments made to the scheme are supported, represent a notable improvement to the previously submitted scheme and overcome the issues of the Local Planning Authority raised at the pre-application stage. A 14 day re-consultation with local residents took place in December 2020.



Figure 1. Visual of the proposed front elevation

## Site and Surroundings

- 3.3 The application site is occupied by a pair of semi-detached houses with off-street parking to their front and a number of existing mature trees, located on the south eastern side of Addington Road (A2022) in South Croydon. The total site area equates to 2,550m<sup>2</sup>. Land levels slope downwards from the front to the rear, the forecourt has a diagonal fall from north to south of approx.800mm and the rear garden has a more significant diagonal fall of approx. 3.5 metres. The site is screened from the streetscene. The site itself is located within an Archaeological Priority Area (Tier II) and borders Metropolitan Green Belt and a Locally Listed Historic Park and Garden to the rear (Selsdon Park Golf Course).
- 3.4 The surrounding area is residential in character, featuring a mix of single and two-storey detached/semi-detached dwellings with mature landscaping along with a more recently completed 2 and ½ storey block of flats. The following observations are made on the site's accessibility and constraints:
- The site has a Public Transport Accessibility Level (PTAL) of 1b (extremely poor);
  - Addington Road is not in a Controlled Parking Zone (CPZ);
  - Addington Road is a classified road (Class A, A2022);
  - The site has existing crossovers;
  - The site is in Flood Zone 1 and does not sit in an area at risk of surface water flooding;

- The site directly abuts the Metropolitan Green Belt and a Locally Listed Historic Park and Garden to the rear;
- The site is covered by a TPO, protecting the Oak tree and Monkey Puzzle tree on the frontage



*Figure 2. Aerial view highlighting the proposed site within the surrounding street-scene*



Figure 3. Frontage of 6 (adjacent site), 4 & 2 Addington Road (application site)



Figure 4. Frontage of 2 & 4 Addington Road (application site) and the adjacent site Atwood House

## Planning History

### 3.5 Application site:

- 18/05257/PRE - Demolition of existing properties. Erection of four/five storey building comprising 28 flats with parking and landscaping. Pre-application response dated 26 March 2019.
- 19/02544/PRE - Demolition of a pair of semi-detached dwellings and erection of 20 flats, 25 parking spaces and landscaping. Pre-application response dated 08 November 2019.

- 19/01557/PRE - Demolition of a pair of semi-detached dwelling house and construction of a 3/4 storey building comprising 19 flats (4 x 1B2P, 12 x 2B3P and 3 x 3B4P), 19 off-street parking, landscaping, cycle and refuse storage. Pre-application response dated 16 November 2020.
- 20/03980/PRE - Demolition of a pair of semi-detached dwelling house and construction of a 3/4 storey building comprising 19 flats (4 x 1B2P, 12 x 2B3P and 3 x 3B4P), 19 off-street parking, landscaping, cycle and refuse storage. Pre-application response dated 16 November 2020.

### 3.6. Adjacent site:

Atwood House, 2A Addington Road (former 33, 34, 35, 36 Sanderstead Court)

- 16/04178/FUL - Demolition of existing buildings, erection of two/three storey building comprising 30 retirement living flats with ancillary communal facilities, formation of access road and provision of associated parking. Permission granted 03.11.2016, subject to s106.

## 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock, would provide affordable housing, and would make a contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018).
- The proposed development would be of an appropriate mass, scale, form and design that would respect the established built form of the surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- Subject to the imposition of conditions, the proposed development would not have an adverse impact on the operation of the highway.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- 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.

### Lead Local Flood Authority (statutory consultee)

5.2 The Local Lead Flood Authority have reviewed the submitted documentation and have raised no objection to the proposed development subject to a condition requiring the development to be carried out and maintained in future in accordance with the submitted Sustainable Drainage Strategy.

### Historic England (statutory consultee)

5.3 Raised no requirements for archaeological works.

Place Services (Council's ecological consultant)

- 5.4 Confirmed satisfactory information submitted to enable assessment to be made of ecological impacts and recommended conditions [OFFICER COMMENT: These are included in the recommendation]

**6.0 LOCAL REPRESENTATION**

- 6.1 The application has been publicised by letters of notification to neighbouring properties in the vicinity of the application site, followed by a renotification to the amended proposal. A site notice has also been displayed and the application has been publicised in the local press. The number of representations received in response to notification, re-notification and publicity of the application are as follows:

No of individual responses: 116 Objecting: 116 Supporting: 0 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:

<b>Summary of objections</b>	<b>Response</b>
<i>Principle of development</i>	
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.7
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.7
Loss of family home	Addressed in the report at paragraph 8.4 – 8.7
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.8 – 8.15
Excessive scale, height and massing	Addressed in the report at paragraphs 8.8 – 8.15
Over intensification	Addressed in the report at paragraphs 8.8 – 8.15
Visual impact on the street scene (out of character)	Addressed in the report at paragraphs 8.8 – 8.15
Harm to the suburban character	Addressed in the report at paragraphs 8.8 – 8.15
Number of storeys	Addressed in the report at paragraphs 8.8 – 8.15
Inappropriate roof form	Addressed in the report at paragraphs 8.8 – 8.15
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.22 – 8.38
Loss of light	Addressed in the report at paragraphs 8.22 – 8.38

Loss of privacy	Addressed in the report at paragraphs 8.22 – 8.38
Overlooking	Addressed in the report at paragraphs 8.22 – 8.38
Loss of outlook	Addressed in the report at paragraphs 8.22 – 8.38
Disturbance (noise, light, pollution etc.)	Addressed in the report at paragraphs 8.22 – 8.38
<i>Standard of accommodation</i>	
<i>Poor quality accommodation standards (single aspect units)</i>	Addressed in the report at paragraphs 8.39 – 8.48
<i>Traffic &amp; Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.49 – 8.58
Inadequate off-street parking	Addressed in the report at paragraphs 8.49 – 8.58
Negative impact on highway/pedestrian safety	Addressed in the report at paragraph 8.49 – 8.58
<i>Other matters</i>	
Impact on / loss of existing trees	Addressed in the report at paragraphs 8.59 – 8.63 & 8.16 – 8.21
Impact on wildlife and biodiversity	Addressed in the report at paragraphs 8.62 – 8.63
Impact on surface flooding	Addressed in the report at paragraph 8.66 – 8.67
Construction disturbance	Addressed in the report at paragraph 8.56 – 8.58
Increased pressure on local infrastructure and services	Addressed in the report at paragraph 8.68

6.3 Cllr Tim Pollard (Sanderstead Ward) has referred the application to committee and raised the following issues:

- Inappropriate design/appearance
- No response to local character
- Excessive scale, bulk and massing
- Adverse impact on the neighbouring amenity (light and privacy)

6.4 Sanderstead Resident's Association has raised the following issues:

- Inappropriate standards of accommodation (5 single aspect units)
- Harm to the neighbouring amenity (overlooking and privacy)
- Clarification on the provision 30% affordable units has not been provided
- Unsympathetic design
- Out of character with local context

## **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. Such 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 (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised 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;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- 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 2016**

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 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
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking

- 7.4 Local Character
- 7.6 Architecture
- 8.3 Community infrastructure levy

#### 7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood 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
- Policy DM43 - Sanderstead

#### 7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

#### 7.7 Other relevant Supplementary Planning Guidance as follows:

- Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)
- National Design Guide (2019)
- Borough Character Appraisal (Croydon Council, 2015)

### **8.0 MATERIAL PLANNING CONSIDERATIONS**

#### 8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;

- Standard of accommodation;
- Impact on transport and highways;
- Impact on trees, wildlife and biodiversity;
- Sustainability issues; and
- Other matters

### **The Principle of Development**

- 8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues.
- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The residential character of Addington Road consists of detached, semi-detached dwellings and flatted development facilitating a care home facility.
- 8.4 Local Plan Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of 3 bed units and the loss of units that have a floor area less than 130 sq.m. The existing properties have a floor area of approximately 190 sq.m and would be replaced with 3 family size units, which would re-provide for these dwelling and would result in a net gain of 1 family accommodation.
- 8.5 While it is acknowledged that the number of larger units (3bed/3bed+) is not in line with the requirements of Table 4.1 of the above policy, the proposed scheme is intended to be 100% affordable, albeit that only 30% of the proposed units would be formally secured as affordable housing through a S.106 agreement, all of which would be secured at London Affordable Rent levels.
- 8.6 The applicant has provided written confirmation from the registered provider (Moat) which details their acceptance of the entirety of the scheme for affordable housing and confirms that the proposed unit mix would meet their needs, with a higher level of 3bed/3bed+ units not being financially viable. Given that policy DM1.1a allows flexibility to be applied to the level of 3 bed units where there is agreement from the registered provider a reduced level of 3 bed units can therefore be accepted in this instance and the overall mix of accommodation would thus on balance be acceptable and would assist in the borough meeting its housing targets.
- 8.7 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). Whilst the proposal

would be in excess of this range (220 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also provides sufficient flexibility for higher density schemes (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). The principle of the scheme is therefore supported.

### **The effect of the proposal on the character of the area and visual amenities of the street-scene**

- 8.8 The existing dwellings on site are not protected from demolition by existing policies and their demolition is acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to replace the pair of semi-detached dwellings with 19 residential units over 5 storeys (4 storeys on the street fronting elevation) within a single building fronting Addington Road.
- 8.9 The surrounding area includes a mixture of single, two/two and a half storey detached dwellings/block of flats. Policy DM10.1 of the Croydon Local Plan seeks development to achieve a minimum height of 3 storeys whilst respecting the character of the area. Further guidance on building heights on street fronting elevations is contained within the Suburban Design Guide (SDG) (2019), which generally supports new buildings being a storey taller than existing neighbouring buildings. In this instance the proposed building would have 4 storeys on its street fronting elevation, with the top storey being recessed, and 5 storeys on its rear elevation, making use of the changes in topography on site with land levels falling towards the rear of the site, such that there is not excessive excavation and step free access to both the front and rear of the building can be achieved. Whilst it is acknowledged that the proposed building would be taller than the adjacent/neighbouring properties, given the setback being employed to the top storey, as per guidance set out within the SDG (2019), the proposed height of the building is considered to be appropriate in the street scene (see Figure 5) and is considered to represent a successful contemporary reinterpretation of the existing built forms found within the immediate context. Furthermore, the proposed building would be suitably set back off the main road so as to not appear overly prominent and would sit behind existing mature trees which are to be retained. The proposal would maintain the established building line along Addington Road, and thus the position of the building is considered acceptable. Separation distances to either side boundaries would be maintained ensuring the development does not appear overly cramped in relation to its plot. The setting back of the top storey would also help to break up the overall bulk and massing of the building which is supported.

- 8.10 In respect of the building's massing when viewed from Addington Road, the introduced setbacks at upper floors along with the overall form and footprint of the building have been simplified since the original submission and are now considered to be far more successful than the original submission. Furthermore the front elevation has been split in two to reference the former plot division and plot rhythm typically found along this side of the street.
- 8.11 The massing meets the 45 degree rule in both plan and elevation and therefore would not unduly result in the loss of outlook from either of the adjacent properties.



*Figure 5. Elevation view highlighting the proposal in relation to neighbouring properties 6 & 8 Addington Road and Atwood House*



*Figure 6. Properties located opposite of application site*

- 8.12 Whilst it is acknowledged that the proposed scheme with its contemporary design and flat roof form would not replicate the predominant local character, it

is considered that it would instead be a contemporary reinterpretation of it, an approach which is advocated by the SDG (2019). The scheme does however respect existing character for example by having a similar width to those generally found in the area, similar floor to ceiling heights and a recessed upper floor, as well as incorporating materials (brickwork) predominant in the area. The NPPF states that *innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles should not be stifled*. The proposal would not have a detrimental impact on the existing character, which itself is inconsistent and varied, with a mix of post-war built forms and recently completed residential development (Atwood House) on the adjacent site. The site presents an opportunity to pursue a contemporary approach, as high quality additions to such an area may positively evolve its character.

- 8.13 The application site is a substantial plot within an established residential area and is comparable in size to other flatted developments approved throughout the borough. The scale and massing of the new build would generally be in keeping with the overall scale of development found in the immediate area and the layout of the development would respect the pattern and rhythm.
- 8.14 In terms of the architectural expression, as demonstrated on the submitted drawings, the design in terms of materiality, fenestration and detailing has been informed by the local charter. The primary façade material palette would comprise orange/brown brickwork, whilst a darker tone has been used to the setback 4th floor to blend it into the adjacent roofscapes. Window head details consist of stacked brick bonds which references the detailing of the adjacent flatted block. The parapet where the top floor set back would be used as an accessible amenity area has been positively modified. The metal upright treatment is acceptable and adds architectural interest and the entrance has been distinguished in elevation by making it larger and marking it with diamond windows and decorative brick surrounds.



*Figure 7. CGI of site showing the front elevation of the proposed development fronting Addington Road*



Figure 8. CGI of site showing the rear elevation

- 8.15 The frontage and part of rear garden includes permeable hard-standing to allow for off street parking. There would be some soft landscaping surrounding it, along with a section of soft landscaping along the front/front-side boundary. The majority of other properties benefit from front driveways along Addington Road and the proposed forecourt with a driveway and parking provision would therefore reflect the existing on site situation and arrangement of the neighbouring/adjacent buildings and is thus considered acceptable.
- 8.16 In terms of landscaping, mature planting to the streetscene would be retained, including the two TPO trees to the front, which would enhance the green and leafy character of the area and help to screen the parking.
- 8.17 The rear garden would be divided between the parking provision and a garden area providing amenity and play space.
- 8.18 The proposed amendments that have been made to the car park (removal of a parking bay near the TPO tree) and landscaping at the front of the site represent an improvement on the details shown in the originally submitted proposals. Given these improved arrangements, it would appear that the parking forecourt/refuse facilities do not dominate the front of the site, which is acceptable.

- 8.19 Planting of 15 new heavy duty, mature trees is proposed which would offset the loss of the existing trees and comply with Policy DM28 of the Local Plan (2018).
- 8.20 There is a good mix of native and non-native species and sufficient variety in planting to provide seasonal interest. The planting densities proposed are acceptable.
- 8.21 In light of the above, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD (2019) in terms of the visual amenity.

**The effect of the proposal upon the amenities of the occupiers of adjoining properties**

- 8.22 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 a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure.
- 8.23 The site is bordered by the new retirement block of flats (Atwood House) to the south-west, the semi-detached houses 6 & 8 Addington Road to the north east and Selsdon Park Hotel Golf Club to the rear boundary.

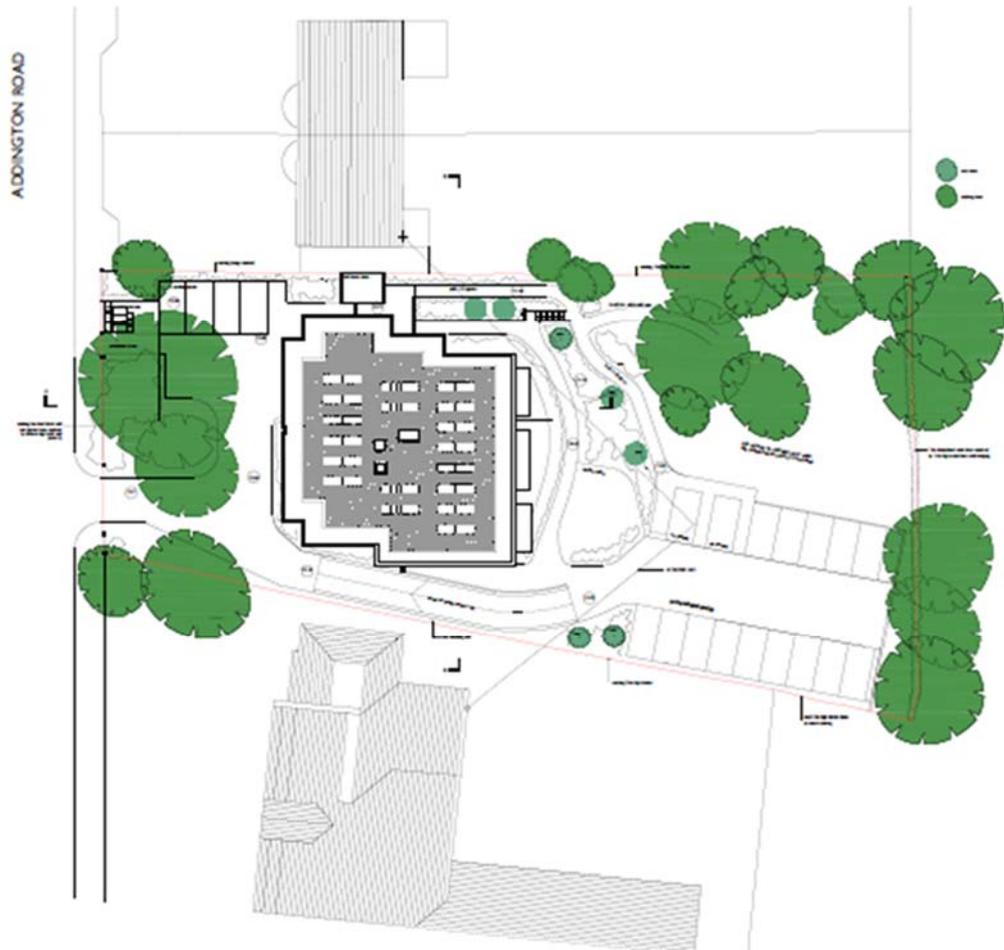


Figure 9. Proposed site layout showing proposed development in relation to adjacent sites

- 8.24 The forecourt has a diagonal fall from north to south of approx. 800mm and the rear garden has a more significant diagonal fall of approx. 3.5 metres.
- 8.25 The properties with the potential to be most affected are the adjoining properties at 6 Addington Road and Atwood House.



Figure 10. 6 and 8 Addington Road (adjacent site)



Figure 11. Adjacent site Atwood House (adjacent site)

- 8.26 The scale and layout of the proposed development is considered to protect neighbouring amenity, and it has been demonstrated in both plan and in elevation that the proposal would accord with the 45 degree line as per the guidance set out within the SDG (2019). As such, the impact on 6 Addington Road and the flatted block at Atwood House would be acceptable.
- 8.27 In terms of privacy, the side elevations have been designed to avoid excessive overlooking sideways to the neighbouring gardens. Whilst the proposed development would feature a number of secondary upper floor side facing window openings serving bathrooms or habitable rooms, the openings would

need to be obscure glazed and non-openable below 1.7m to protect the privacy of the adjacent site. This has been secured by way of planning condition.

- 8.28 In order to protect the amenity of neighbouring properties parts of the top floor set back, beyond the spaces designated as private balconies, would be gated and restricted for maintenance purposes only to ensure they are inaccessible and do not create overlooking issues. The design of these gates will match the height and appearance of the adjacent balustrading such that they are not readily visible from ground level and as such the design of these elements is considered acceptable. Further to this privacy screens are proposed on the balconies to rear adjacent to No.6 Addington Road to prevent overlooking into the neighbouring garden and further details of said screens will be required by condition.
- 8.29 In terms of boundary treatments and privacy, the existing hedgerow fence along the boundary with the adjacent site 6 Addington Road would be retained. A new 2 meters high boundary fence would marry up with the existing on the shared boundary with Atwood House. At the rear, on the boundary with the golf course, the replacement of the existing mesh 1.5 meter high fence with a 1.5m high metal boundary with hedges is proposed. Further details have been conditioned.

6 and 8 Addington Road (adjacent site)

- 8.30 This pair of semi-detached dwellings is orientated to the North West of the application site and are set at approximately the same level as the proposal site.
- 8.31 6 Addington Road has been extended with a single storey side/rear extension. The separation distance between the flank wall of the proposed building and flank wall of this neighbouring property would range from approximately 4.1 meters (core of the building) and 7.3 meters (rear projection). By ensuring the proposed side facing windows at upper levels are obscure glazed, there would be no significant loss of privacy to 6 Addington Road. The submitted plans indicate the 45 degree rule compliance in relation to the proposed building in plan and marginally breach the 45 degree line in elevational form. Given the siting, orientation, presence of the garage and separation distance, the proposed building is not considered to have a detrimental impact on the amenity of these adjoining occupiers through the loss of light, outlook, privacy, overlooking, overbearing form or sense of enclosure.
- 8.32 With regard to the impact on 8 Addington Road, the rear projecting flank of the proposed building would be recessed approximately 19 meters from the boundary with this property. The separation distance afforded would therefore not cause a loss of natural light, a loss of outlook or the creation of a sense of enclosure. Furthermore, the proposed upper floor openings would be obscure glazed and would therefore not compromise the privacy of this property.

Atwood House (adjacent site)

- 8.33 This two and a half storey building is orientated to the south west of the application site and is set at approximately the same level as the application site. The current separation distance between the flank of Atwood House and the existing side garage at 2 Addington Road is approximately 4 meters and approximately 6.8 meters to the flank of the original dwelling. The sitting and footprint of the proposed development would result in the separation distance ranging from approximately 6.5 to 8 meters. It is also noted that the first floor window openings in the side elevation currently overlook the private amenity space of the application site. The separation distance between the flanks is sufficient and would result in no undue impact on the amenity of these occupiers. As mentioned in the paragraph above, all proposed upper floor window openings in the side elevation would be obscure glazed.
- 8.34 Overall, the footprint of the proposed building would respect the front building line of the properties on adjacent sites, not resulting in any additional materially harmful impact, and the rear projection, as demonstrated on the submitted drawings, would not breach the 45 degree angle (in plan form) when taken from the centre of the nearest habitable room windows of these properties. A daylight/sunlight study has been provided which shows that there would be no significant impact in terms of adjoining owners light.

25, 27, 29 and 31 Addington Road (opposite of application site)

- 8.35 These two/single storey detached properties are set back from the access road and are located opposite of application site. This, and the distance of approximately 42 metres between the front elevation of these dwelling and the front elevation of the proposed building is considered sufficient to prevent any harmful impact on the amenities of these occupiers.
- 8.36 In terms of privacy and overlooking, the fenestration in the front elevation would largely replicate the impact of the existing dwellings. The level of mutual overlooking would be similar to the current front situation in a suburban setting such as this is considered acceptable.
- 8.37 Given the separation distances afforded, there would not be a detrimental impact on these dwellings.
- 8.38 With regard to the noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. While the increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful. As such, the proposed development is considered acceptable in terms of the neighbouring amenity.

### **The effect of the proposal upon the amenities of future occupiers**

- 8.39 The Nationally Described Space Standards (NDSS) 2015 provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area.
- 8.40 The scheme would meet the technical requirements of the Nationally Described Space Standards in terms of bedroom sizes and minimum storage. The proposed floor space for each unit would meet the minimum requirements of the Nationally Described Space Standards.
- 8.41 Whilst the majority of units are dual-aspect, there are a number of single aspect North-facing units. The submitted internal daylight sunlight study has however demonstrated that the BRE criteria would be met despite this and thus the units would receive adequate levels of natural light. This accommodation standard is therefore on balance acceptable.
- 8.42 Whilst some window openings are obscure glazed to mitigate any impact on neighbouring properties, all habitable rooms have a clear glazed window proposed.
- 8.43 The units would have access to private and communal amenity space, including child play space, which meets the required standards.
- 8.44 In terms of accessibility, whilst there is a notable land level change between the front and rear of the site, step free access to the building as well as all of the site's other facilities (cycle store, refuse store, communal garden and child play area) would be achieved. The proposed building would incorporate a lift which would allow all of the proposed units to be M4(2) / M4(3) compliant. The scheme would provide 2 M(4)3 'wheelchair user dwellings' (flats 1 and 2 located at lower ground floor level), with the remaining units being M4(2) 'accessible and adaptable dwellings.'
- 8.45 Direct access to the rear communal garden and play space would be provided via one external path and direct access is also provided to the building's communal circulation routes. The rear of the building would be accessed directly from a communal corridor in the building (providing direct access to the internal stairs and lift) as well as external step-free pedestrian path linking the forecourt with the rear of the site. A vehicle ramp would adjoin the south west boundary.
- 8.46 The local plan also requires all flatted development to provide a child play space on top of the amenity space to be provided. In this instance, the rear garden with 685 sqm would incorporate the child play space as demonstrated on drawing 0235-100 D and would therefore meet the required standard. Details

of play provided are acceptable and the proposed products would cater for multiple age groups and provide a variety of different spatial experiences.

- 8.47 Overall, the development is considered to result in a high quality development, including an uplift in affordable accommodation, and would offer future occupiers a good standard of amenity, including the provision of communal amenity space and child play space, and thus accords with relevant policy.

### **The impact on transport / highways**

- 8.48 The development seeks to utilise and re-align an existing vehicular access point to provide a 4.2m wide vehicular access point on the south-west side of the site leading to the two parking areas located at the front and at the rear. The rear parking area would be accessed via a 3.6m wide vehicular ramp (1:10) along the south-west boundary of the site which would be controlled by a traffic management system to prevent vehicles meeting each other on the ramp, further details of which will be secured via condition. Pedestrian access would be via a gently sloping (1:15) step free path along the north-east boundary of the site which links the forecourt of the site to the rear garden.
- 8.49 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates poor accessibility to public transport. The London Plan and Policy DM30 of the CLP (2018) sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. 20 off-street parking spaces would be included in the proposal, for 19 units. This would comprise 4 car parking spaces within the front forecourt and 16 at the rear of the building, including 2 disabled parking bays. The proposed level of car parking provision in this low PTAL location would be appropriate and would be in line with the requirements of the London Plan and Policy DM30 of the CLP.
- 8.50 It should be noted that the parking layout and number of parking spaces have been amended during the course of the application and the number of spaces has been reduced from 22 to 20. This change was necessary due to the fact that the 2 parking bays closest to the TPO trees would likely damage the protected trees. The removal of these 2 bays has allowed for better relationship to the TPO trees, additional soft landscaping at the front of the site and a more legible pedestrian entrance to the building and site.
- 8.51 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this shall be secured by way of a condition.
- 8.52 There are a number of representations that refer to highway safety at the site. In respect of highway safety, both pedestrian and vehicular visibility splays for

the revised vehicular access to the site have been provided and demonstrate acceptable visibility for both pedestrians and vehicle and these will be secured through condition. Officers are content that the revised vehicular access to the site is safe and does not raise any highway safety concerns.

- 8.53 36 cycle parking spaces would be provided internally at lower ground floor level exceeding the minimum requirement for 34 cycle parking spaces as required by the New London Plan and further details of said cycle parking has been conditioned.
- 8.54 A refuse store has been proposed within the envelope of the building in the north-west corner with on-site management moving the bins from the store to the collection point located adjacent to the street on the north-west corner of the site. An area for bulky waste storage is also proposed along the north-west boundary of the site behind the front building line and similarly on-site management would move bulky goods to the collection point on collection days. Further details of these arrangements would be required as part of the Delivery and Servicing Management Plan which would be secured through a condition.
- 8.55 Submission of a Construction Logistic Plan has been secured through a condition.
- 8.56 Transport for London has not raised any objections to the proposed development.
- 8.57 Subject to the necessary conditions, S106 and S278 agreements, the proposal is considered acceptable on transport and highway grounds.

#### **Impact on trees, wildlife and biodiversity**

- 8.58 The site is covered by a Tree Preservation Order (TPO), protecting the Oak and Monkey Puzzle trees both situated within the front garden of the application site, which are prominent mature specimens with high amenity value and contribute positively to the street scene. Importantly these are both proposed for retention. It should also be noted that there are also protected trees within the front amenity area of the adjacent property the roots of which extend into subject site.
- 8.59 While the main access to the rear of the site would run directly over and across the rooting areas of the aforementioned protected trees, Arboricultural documentation has been submitted and sufficiently demonstrates that the impact of the proposed development on the TPO trees will be acceptable subject to appropriate tree protection measures which will be stringently secured through appropriately worded conditions. The trees within the forecourt and those along the rear and north-east boundaries would be retained, together with the trees in the proposed amenity and play space areas, however 9 non-protected trees in the central part of the site would be removed to facilitate the

development along the partial removal of 4 hedges. Subject to the imposition of appropriate conditions this is considered acceptable.

- 8.60 In order to offset the removal of the aforementioned trees it is proposed to plant 15 new heavy duty mature trees along the north-east boundary of the site and to the rear of the site between the car parking area and the communal garden and child play area. In addition to this a detailed landscaping plan has been submitted which details the proposed hard and soft landscaping strategy and further details of the proposed landscaping will be secured via condition.
- 8.61 The site borders Metropolitan Green Belt land to the rear which is heavily vegetated, and the retention of a number of existing trees coupled with the planting of a number of new trees will ensure that this relationship is respected.
- 8.62 The scheme is supported by an Ecological Assessment and a Bat Survey which as well as detailing mitigation measures also suggest a range of biodiversity enhancements to secure a net gain for biodiversity including ecologically rich planting, bat boxes and bird nesting boxes. The Council's Ecology consultants have reviewed the submission and have raised no objections subject to conditions securing the proposed biodiversity enhancements and a wildlife sensitive lighting scheme. Subject to the necessary conditions the proposed would achieve a net gain for biodiversity in accordance with the provisions of Policy G6 (D) of the New London Plan.

### **Sustainability Issues**

- 8.63 Policy SP6.2 requires new development to make the fullest contribution to minimising carbon dioxide emissions, which requires new dwellings to be zero carbon, meaning they must achieve at least a 35% reduction in regulated carbon emissions over Part L 2013, with the remaining regulated CO2 emissions, to 100%, to be offset through a cash in lieu contribution.
- 8.64 The scheme is expected to achieve a 42.49% reduction in regulated carbon emissions through the inclusion of solar PV panels and a range of energy efficiency measures integrated into the building. The remaining regulated CO2 emissions shortfall would be covered by a carbon offset payment (currently estimated at £23,230) which would be secured through the S.106 agreement.
- 8.65 In order to ensure that the above mitigation measures are secured conditions are recommended. In addition S.106 obligations, in the form of a carbon offsetting payment shall also be secured.

### **Other Matters**

- 8.66 The site is located in Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)) as identified by the

Environment Agency and does not sit within an area at risk of surface water flooding.

- 8.67 The applicant has submitted a Sustainable Drainage Strategy which details a range of SUDS measures that will be proposed across the site including green roofs, permeable paving and an attenuation system, with surface water ultimately being discharged at appropriate rates to the combined sewers which has been agreed with Thames Water. Said SUDS measures would ensure that the development appropriately deals with surface water drainage and the Local Lead Flood Authority have reviewed the submitted documentation and have raised no objection to the proposed development subject to a condition requiring the development to be carried out and maintained in future in accordance with the submitted Sustainable Drainage Strategy.
- 8.68 The site is located within an Archaeological Priority Area (Tier II). Historic England has been consulted and advised that between the site and the anticipated medieval settlement is a large site that was archaeologically evaluated three years ago that produced no archaeological evidence. Historic England therefore concluded that as this site is further from the anticipated medieval settlement, there is limited archaeological potential interest and the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.
- 8.69 Representations have raised concerns that local schools and other services would be unable to cope with additional residents in the area. The development would be liable for a charge under the Community Infrastructure Levy (CIL). This payment would contribute to delivering infrastructure to support the development of the area, such as local schools.

### **Conclusions**

- 8.70 Having considered all of the above, against the backdrop of housing need, officers are satisfied that the proposed development would comply with the objectives of the above policies, subject to the provision of suitable conditions.
- 8.71 All other relevant policies and considerations, including equalities, have been taken into account.