

**1.0 APPLICATION DETAILS**

Ref: 21/01298/FUL  
 Location: 62 The Ridge Way, South Croydon, CR2 0LF  
 Ward: Sanderstead  
 Description: Demolition of the existing dwelling and creation of 9 new family-sized dwellings, 5no. houses and 4no.maisonettes with associated parking, landscaping and children's play area.  
 Drawing Nos: 38986\_02\_P rev 0 – Existing Site Plan  
 0065\_P00 – Existing Site Block Plan  
 0065\_P01A – Existing Ground Floor Plan  
 0065\_P02 – Existing Elevations  
 0065\_P10 – Proposed Site Block Plan/Roof Plan  
 0065\_P11B – Ground Floor Block Plan Visibility Splays & Levels  
 0065\_P12B – Proposed Ground Floor Plan  
 0065\_P13A – Proposed First Floor Plan  
 0065\_P14A – Proposed Second Floor Plan  
 0065\_P15 – Proposed Third Floor Plan  
 0065\_P16B – Proposed Ground Floor Plan  
 0065\_P20A – Proposed Elevations 1  
 0065\_P21A – Proposed Elevations 2  
 0065\_P22 –Proposed Street Elevations  
 0065\_P23 – Proposed Section A  
 0065\_P30 – Visualisations  
 2009/45/TCP – Tree Survey and Constraints Plan  
 2009/45/TPP – Tree Protection Plan  
 2009/47/AIA – Arboricultural Impact Assessment Plan  
 Agent: Donna Walker - ADD/UK Limited  
 Applicant: Mr Shazad Mahmood  
 Case Officer: Jeni Cowan

<b>Dwelling Sizes</b>						
	One bedroom	Two bedroom	Three bedroom	Four bedroom	Five or more bedrooms	<b>Total</b>
Existing	0		1			<b>1</b>
Proposed	0	1	4	4	0	<b>9</b>

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
9	16

This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- The Ward Councillor (Cllr Yvette Hopley) made representations in accordance with the Committee Consideration Criteria and requested committee consideration

- Objections above the threshold in the Committee Consideration Criteria have been received.

## **2.0 RECOMMENDATION**

2.1 That the Planning Committee resolve to GRANT planning permission subject to:

A) The prior completion of a legal agreement to secure the following:

- A financial contribution of £13,500 for sustainable transport improvements and enhancements;
  - Car club membership for each unit for a period of 3 years; and
  - Any other planning obligation(s) considered necessary by the Director of Planning and Sustainable Regeneration.
- 2.2 That the Director of Planning and Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

### **Conditions**

1. Commencement time limit of 3 years
2. Development carried out in accordance with approved drawings and reports

#### Pre-commencement

3. Protected Species Site Survey (with Impact Management Plan clause)
4. Construction Logistics Plan
5. Condition survey of public highway

#### Prior to above ground works

6. External materials and samples
7. Sustainable urban drainage (SuDS)
8. Landscaping and hard standing

#### Pre-occupation

9. Waste Management Strategy
10. Electric Vehicle Charging Points at 20% active and 80% passive

#### Compliance

11. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
12. Cycle parking
13. Obscured glazing
14. Accessibility (M4(2) and M4(3))
15. Tree protection measures

16. Energy and water efficiency requirements
17. Flood risk assessment
18. Removal of permitted development rights
19. Fire Strategy Statement
20. Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

### **Informatives**

1. Granted subject to a Section 106 Agreement
  2. Community Infrastructure Levy
  3. Code of practice for Construction Sites
  4. Highways informative in relation to s278 and s38 works required
  5. Compliance with Building/Fire Regulations
  6. Construction Logistics Informative
  7. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration
- 2.4 That, if within 2 months of the planning committee meeting date, the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration has delegated authority to refuse planning permission.



- An adaptable cycle parking space was provided in the garden of unit 7; and
- A Fire Statement was submitted.

### Site and Surroundings

3.3 The application site comprises a relatively large two storey detached dwelling on the southern side of The Ridge Way and the northern side of Arkwright Road in the Sanderstead ward of South Croydon. The building as existing is an 'L-shape' addressing two frontages along The Ridgeway and Arkwright Road. The surrounding area is predominantly residential in character.



*Figure 2: Aerial View*



*Figure 3: Street view from Arkwright Road*



*Figure 4: Street view from The Ridge Way*

- 3.4 The properties within the immediate context vary in their shape, size and appearance. There are elements of the 'Arts and Crafts' style within the immediate area, through architectural detailing such as the front gabled projections, chimneys and roof formations. It is noted that the dwelling on the application site is larger than its neighbours 58 and 60 The Ridge Way, however, are similar in their appearance to the host site. Most of the neighbouring properties are two storeys.
- 3.5 The adjacent neighbouring property at No.1 Arkwright Road is a two-storey dwelling, within a plot of a similar size to the application site. The main entrance to this dwelling is to the side elevation (facing south-west, towards the junction of Briton Hill Road and Hook Hill) and the rear elevation of the property faces towards the application site.
- 3.6 There are three trees along the western boundary with No.1 Arkwright which are protected by Tree Preservation Order (TPO) 43 of 2009. Along the eastern boundary and to the north of the site, there are some mature trees, however these are not protected by a TPO.
- 3.7 To the front of the site, fronting onto Arkwright Road and The Ridge Way is a well landscaped front forecourt area which contains elements of soft landscaping.
- 3.8 Arkwright Road is on a steep gradient, the land levels rise from west to east, therefore No.1 Arkwright Road is at a lower land level than the application site. There are no noticeable land level changes on the application site and neighbouring properties along The Ridge Way.
- 3.9 The application site has a PTAL of 0, on a scale where 0 is the worst and 6b is the best. Sanderstead railway station is located 0.8 miles from the application site. The nearest bus stops are along Sanderstead Road which is 0.4 miles away and provides bus services into the surrounding towns.
- 3.10 The site is not at risk from surface water flooding, although the immediate part of Arkwright Road is within an area at low risk of surface water flooding; the site is within Flood Zone 1. The site is also located within the Hook Hill Archaeological Priority Area (APA) Tier 2.

## **Planning History**

3.11 The site history is set out below.

Reference	Description	Decision	Date
86/02282/P	Erection of two storey/first floor side extension	Granted	27.03.1987

3.12 Two pre-applications were submitted before the current application. The applications were submitted by the current agent as per this proposal.

Reference	Description
20/05795/PRE	Demolition of existing house and construction of 9 dwellings, 4 x 4 bed houses, 1 x 3 bed house and 4 x 3 bed duplexes in a flatted block
20/03142/PRE	Demolition of existing two storey detached dwelling and erection of a three/four storey building comprising 9 terraced (5x4 bed, 4x3 bed) dwellings; new crossovers and reinstatement of existing along The Ridge Way; vehicular parking; hard and soft landscaping; land level alterations; boundary treatment; cycle and refuse storage and amenity space.

#### 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally;
- There is an acceptable mix of unit sizes;
- The quality of accommodation is acceptable for future residents;
- The design and appearance of the development is an acceptable quality, and it is not considered that it would harm the character of the surrounding area;
- The proposal would not create undue harm to the amenity of nearby residential properties and their occupiers;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- No harm would occur to the existing trees on the site and a suitable landscaping scheme will be secured;
- Sustainability aspects can be controlled by conditions.

#### 5.0 CONSULTATIONS

##### LOCAL REPRESENTATION

5.1 The application was publicised by 8 letters of notification to neighbouring properties. The number of representations received in response to the initial notification and publicity of the application are as follows.

No of individual responses: 138; Objecting: 137; Supporting: 1

5.2 The following issues were raised in representations. MP Chris Philip is noted as an objector.

<b>Objection</b>	<b>Officer comment</b>
<b><i>Principle of Development</i></b>	
Loss of family homes	Acknowledged and this is addressed in paragraphs 7.2 – 7.8 of this report.
<b><i>Design and Character</i></b>	
Overdevelopment/high density/garden grabbing	Acknowledged and this is addressed in paragraphs 7.9 – 7.24 of this report.
Not in keeping with the area/ block of flats inappropriate for the streetscene/ out of character	
The site is outside of any area for intensification/contrary to this policy	
The height of the building not appropriate for the area	
Proposal is significantly different from the existing building	
Proposal would result in a negative unbalanced visual effect on local area/change the character of the local area	
<b><i>Quality of accommodation</i></b>	
Inadequate private outdoor space	Acknowledged and this is addressed in paragraphs 7.25 – 7.38 of this report.
Inadequate child playspace area	
<b><i>Impacts on neighbouring amenity</i></b>	
Obtrusive by design	Acknowledged and this is addressed in paragraphs 7.39 – 7.52 of this report.
Overlooking/loss of privacy	
Loss of light/overshadowing	
The light from the car park adjacent to No. 60 The Ridge Way would cause light pollution and a constant nuisance	
Noise created by children playing in gardens	The use of the site would remain as residential, and the anticipated noise is not expected to exceed standard domestic levels.
Noise from construction	Some noise and disturbance from construction is, regrettably, inevitable but not a ground to refuse planning permission. A construction logistics and plan would be required to be submitted via condition. Construction works cannot take place out of permitted hours as outlined on the Councils website. The construction process would need to comply with environmental health legislation.
<b><i>Transport and highways impacts</i></b>	

On street parking provision would have severe impact on traffic	Acknowledged and this is addressed in paragraphs 7.58 – 7.74 of this report.
Lack of on-site parking	
Site is located on a busy junction	
Cars would be unable to access the parking spaces	Tracking diagrams have been submitted for each parking space to demonstrate that drivers can enter, park, turn, and egress from the site safely.
Unsatisfactory waste arrangements	Acknowledged and this is addressed in paragraphs 7.75 – 7.77 of this report.
<b>Environmental Matters</b>	
Detrimental impact on trees	Acknowledged and this is addressed in paragraphs 7.53 – 7.55 of this report.
Reduction of green space	
Significant concreting and insufficient detail on planting	
Large extent of hardstanding will lead water runoff into surrounding properties	Acknowledged and this is addressed in paragraphs 7.78 – 7.82 of this report.
Impact on wildlife; presence of slow worms	Slow worms are protected by law, and they are considered a Priority Species under the UK Biodiversity Action Plan; this means that they cannot be deliberately killed, injured, or traded in any way. The granting of planning permission does not exempt the applicants from this law. This is addressed in paragraphs 7.56 – 7.58 of this report.
<b>Other matters</b>	
Impact on local infrastructure/communities	The development will make a CIL payment to contribute towards infrastructure and services
Recent planning application at No. 51 The Ridge Way, West Hill, Arkwright Road, and No. 12 The Ridge Way.  Recent and current developments (1 West Hill, 2 West Hill, 3 West Hill, 4 West Hill, Rear of 7 & 9 Arkwright Road, 12 The Ridge Way) all developments being 9 units of 2, 3 and 4 bedroom properties)	Planning applications and proposed developments are considered cumulatively and separately on their own merits.
Impact on local school; safety of children	It is not considered that the proposal would adversely impact on the nearby school, which is over 500m away.
A smaller development would be more suitable	This is not a material consideration; the assessment must be based on the scheme submitted.
Increase of waste generated which will put pressure on that service	There is no evidence to suggest that this would be the case, however, a Waste Management Plan will be required, this is secured via condition.
Developers seeks to benefit from developments but do not live in the	This is not a material planning consideration

area.	
Increased traffic and pollution will impact on health and well-being of local people	It is considered that the increased level of residents would not generate unacceptable levels of pollution.
Properties remain vacant and attract crime	Properties remaining vacant is not within the remit of planning to control.
Subletting of properties increases the population density	This is not within the remit of planning to control.
Bromley and Sutton, along with many other regional Council's across the country, do not allow such applications and strongly urge the council to adopt Area Planning Committees made up of local councillors elected to better represent the voters they serve.	This is not relevant to the planning application for consideration with the Borough of Croydon which must be assessed against our Development Plan.
The applicants have been through the pre-application service; Croydon Constitution requires contemporaneous notes of such meetings are required to be made and published on the file when a planning application is received. No such notes are shown on the Planning Register and should be placed there immediately.	The online register demonstrates that the previous pre-application response issued by the council is available online with the documents for this planning application.
The development is undeliverable as there are restrictive covenants on the land which will prevent its construction	Restrictive covenants are not a material planning consideration
Devaluation of nearby properties	This is not a material planning consideration
Issues with Whitgift Shopping Centre and Croydon Council	This is not material to the determination of this planning application
<b>Support</b>	<b>Officer comment</b>
Proposal would provide a good mix of housing much needed for the borough	Acknowledged and this is addressed in paragraphs 7.5 – 7.8 of this report

5.3 The ward councillor for Sanderstead, Councillor Yvette Hopley, has objected to the scheme summarised as follows:

- Overdominance/overdevelopment;
- Height should be two storeys plus attic to reduce dominance and be more in character with the area;
- Lack of parking;
- Overlooking, particularly of No. 1, and the cumulative impact given No. 51 may get approved.

Officer's response: These aspects are addressed within the assessment below.

5.4 The Sanderstead Residents Association have objected to the application raising the following items:

- The garden of No. 1 Arkwright Road would be impacted;

- The proposed garden area for the houses are very small;
- Flats are not the kind of accommodation wanted by new residents in this area;
- Bin storage is by the pavement in The Ridge Way; it will take a long time before the hedges grow tall to obscure it; this is out of character;
- Noise and nuisance from car parking area would impact No. 60 The Ridge Way;
- Car parking is far from the entrance to the maisonettes, which is not acceptable for this with disabilities or with young children;
- Detrimental impact on highways and pedestrian safety; Due to the PTAL of 0, it is unlikely there would be only 1 car per unit leading to overspill on the highway
- The proposed building is obtrusive by its height, mass, and design, and will dominate the streetscene. It would be visually overbearing when viewed from neighbouring properties. The proposal is therefore contrary to the requirements of Policy DM10 of the Croydon Local Plan (2018), Suburban 2 Design Guide Supplementary Planning Document (2019) and Policy 7.6 of the London Plan (consolidated with amendments since 2011).;
- This application does not enhance the character of the area which is predominantly detached houses with good sized gardens as it effectively 'concretes over' the majority of the plot, contrary to DM10 of the Croydon Local Plan and D3(D) of the London Plan.;
- Policy SP1.2 of the Croydon Local Plan requires all new developments to contribute to enhancing the sense and place and improving the character of the area, whilst acknowledging the need for growth and says development proposals should respond to and enhance the local character. This application does not comply as it is an overbearing building which is occupying the majority of the plot. All surrounding properties have large areas of garden around them. The developer is seeking to maximise the number of units on a site which would be much better suited to something like a couple of pairs of semi-detached houses. We note that there is an application for a development at 11 Briton Hill Road where in pre application advice the developer was advised to reduce from 4 pairs of semi-detached houses to 2 pairs. A development such as this would allow each unit to have parking by their front door and would enable them to have a reasonable garden.
- COVID has shown that residents want and need a reasonable amount of space both inside and outside their properties. This proposal does not achieve that.

Officer's response: These aspects are addressed within the assessment below.

## **6.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

- 6.1 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 London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (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.

6.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D11 Safety, security and resistance to emergency
- D12 Fire Safety
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- 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

Croydon Local Plan (2018):

- 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
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance:

- Croydon Suburban Design Guide SPD (2019) – officer's note Mayor Perry's intention to revoke this guidance, but the SPD2 remains in place as of today and is a material consideration in the determination of relevant planning applications, such as this scheme
- Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy (2019)
- Croydon SPG 12: Landscape Design
- London 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)

## **7.0 MATERIAL PLANNING CONSIDERATIONS**

7.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development;
- Design and the impact on the character of the area;
- Quality of accommodation;
- Neighbouring residential amenity;
- Trees and landscaping;
- Transport;
- Waste/recycling facilities;
- Flood risk and energy efficiency;
- Other matters; and
- Conclusion.

## **Principle of development**

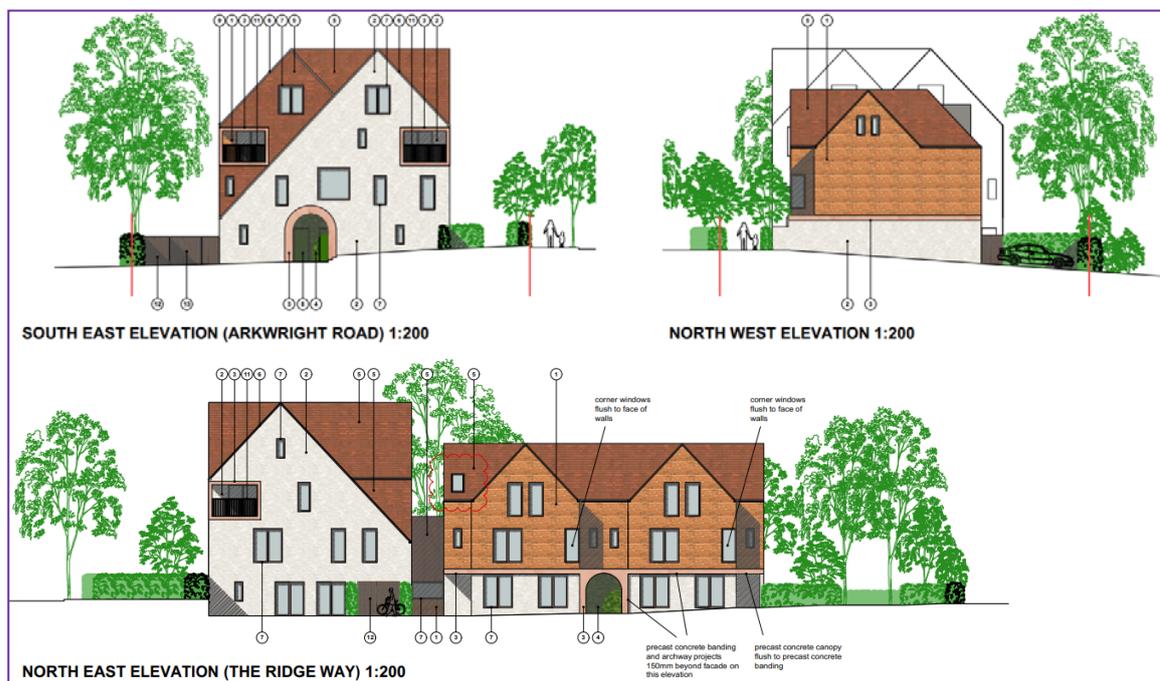
- 7.2 The London Plan 2021 (LP) and the National Planning Policy Framework 2021 (NPPF) place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis.
- 7.3 Policy SP2.1 of the Croydon Local Plan 2018 (CLP) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites.
- 7.4 LP policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way. Policy H2 seeks to significantly increase the contribution of small sites to meeting London's housing needs.
- 7.5 CLP Policy DM1.2 seeks to prevent the net loss of small family homes by restricting the loss of three-bedroom units and the loss of units that have a floor area of less than 130sqm. The existing property exceeds 130sqm, therefore it would not be protected by this policy.
- 7.6 CLP Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms to meet the borough's need for family sized units and ensure that a choice of homes is available in the borough.
- 7.7 Of the 9 units proposed, 8 would have at least 3-bedrooms. The provision of family-sized units is 88.89% of the total accommodation, and as such, this meets the strategic target and contributes to family housing provision for the borough.
- 7.8 The site's existing use is residential and as such the proposed redevelopment of the site for residential purposes is acceptable. Given the above, the principle of intensifying the residential use of the existing site to provide a greater quantum of homes than existing is acceptable.

## **Design and impact on the character of the area**

- 7.9 CLP policy SP4.1 states that the council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.
- 7.10 CLP policy DM10.1 has a presumption in favour of 3 storey dwellings, which should respect the development pattern, layout; siting, the scale, height, massing, and density; and the appearance, existing materials, and built and natural features of the surrounding area.
- 7.11 CLP Policy DM10.7 requires developments to incorporate high quality materials that respond to the local character in terms of other things durability, attractiveness, sustainability, texture and colour. This policy also requires roof

forms to positively contribute to the character of the local and wider area with proposals being sympathetic with its local context.

- 7.12 **Demolition:** The existing dwelling does not hold any significant architectural merit, and it is not protected by any CLP policy, therefore, there is no objection to the demolition of this property.
- 7.13 **Layout, Height, Form, Scale and Massing:** The proposal would be located on the corner plot of Arkwright Road and The Ridge Way, in an area consisting of predominantly two storey detached dwellings. Arkwright Road is on a gradient which increases as the road continues north.
- 7.14 CLP policy DM10.1 states that new development should seek to achieve a minimum height of 3 storeys. The proposed development is three storey plus accommodation in the roof space facing Arkwright Road, as it decreases with the gradient, and three storeys on The Ridge Way. The front and side elevations have a cat slide roof which allows a gentle and appropriate transition in scale to the neighbouring building on Arkwright Road. The maximum height is achieved in a sensitive and architecturally coordinated responsive manner as the elevations echo the gables, eaves and cat slide roof forms of properties found in the area. The appropriate scaling of the development, in co-ordination with its design, successfully allows it to form a building of an acceptable scale, whilst also being responsive to neighbouring properties, as such meets the objectives of the Suburban Design Guide SPD (SDG).



*Figure 5: Proposed Streetscene Elevations*

- 7.15 CLP Policy DM10.1 (a) requires the development pattern, layout and siting to respect that of the surrounding area. The proposed layout would be an L shape, which works well in the formation of an appropriate frontage along The Ridgeway and Arkwright Road. This is the formation of the existing

development on the site; therefore, the proposal would be consistent with the original building.

- 7.16 CLP Policy DM10.1 (b) requires proposal to respect the scale, height, massing, and density. The proposal would be set in from the boundary shared with No. 1 Arkwright Road by 5.3m and set in from the boundary shared with No. 60 The Ridge Way by 11.5m. This generous distance from the boundary is well in excess of the 1m recommended in the SDG and helps with the transition in scale from neighbouring properties, giving the development breathing space and preventing it from appearing overbearing, especially given the varied topography between the proposal site and No. 1 Arkwright Road.
- 7.17 Car parking would be primarily located to the north/north-west of the site from The Ridge Way, with 2no. spaces in the south/south-eastern side of the site, facing onto Arkwright Road. The existing site has a large side garden, which gives visual separation between the existing dwellinghouse and the neighbouring property at No. 60 The Ridge Way; the proposal scheme would have car parking situated in the area beside No. 60, therefore, this retains the visual separation of the buildings. This is demonstrated in the plans below, which show a comparison of the existing and proposed block plan.

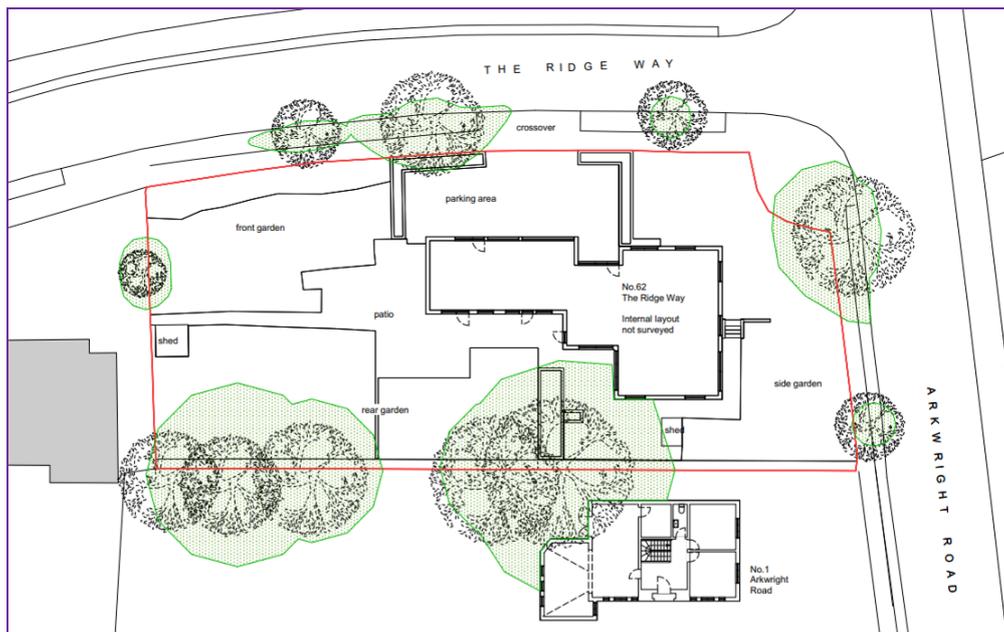


Figure 6: Existing Block Plan

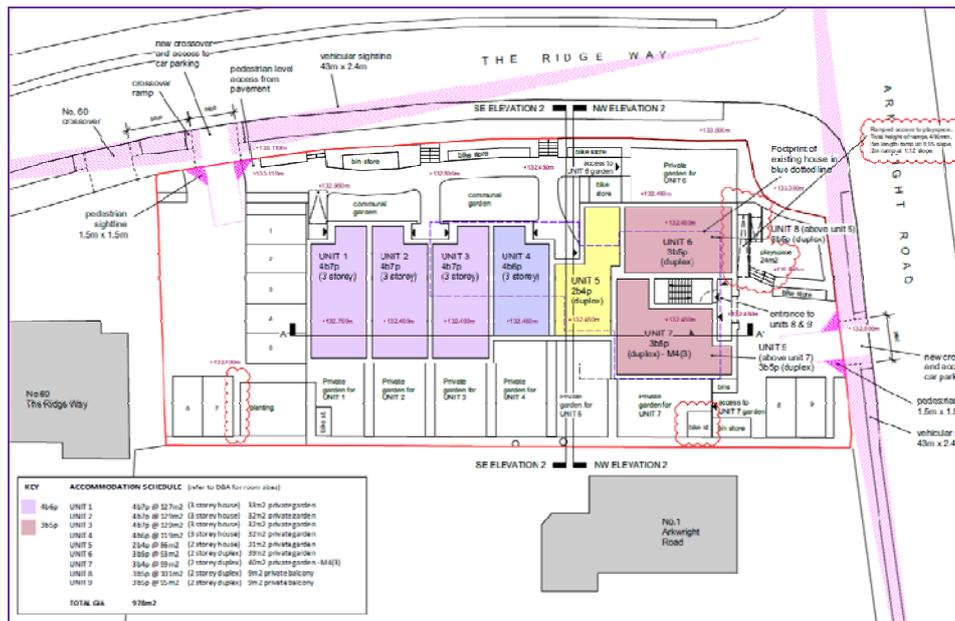


Figure 7: Proposed Block Plan

- 7.18 Architectural Expression: CLP policy DM10.1 (c) requires proposals to respect the appearance, existing materials and built and natural features of the surrounding area.
- 7.19 The Design and Access Statement (DAS) includes information on a contextual analysis carried out on the site and surrounding area. There is a clear rationale for how this has influenced the design, and how the design has progressed.
- 7.20 The proposed materials for the section of building facing Arkwright Road consists of platinum white bricks, with red clay tiles, and pink pre-case detailing on the balcony. The window frames would be a beige red. For the rear section of the building facing onto The Ridge Way, red brick would be incorporated, as well as the aforementioned materials. As well as this, the entrance way would have a green glazed tile. These materials are considered to be acceptable. The detail and the fenestration proportions are acceptable.



Figure 8: extract from the DAS showing materials

- 7.21 Full details on the external materials and finishes are secured via condition to ensure the final details are assessed prior to the construction of the development and are suitably high quality.
- 7.22 **Landscaping:** The site would have ample landscaping along the boundary shared with No. 1 Arkwright Road, facing onto Arkwright Road, and facing onto The Ridge Way; the quantum and placement of the landscaping would help blend the site into the area, which has a verdant character. There is some hardstanding proposed for both car parking areas, however, this is balanced well with adequate landscaping, to ensure the hardstanding does not dominate the appearance for the site. This has been split into two areas to help break up the areas of hardstanding and integrate better into the surrounding context.
- 7.23 It is worth noting that given the houses fronting The Ridge Way would be set at a slightly lower level than the road (up to a maximum 1m) with a proposed hedge to the frontage, the waste/recycling and cycle stores would be screened from the road. The waste/recycling and cycle stores fronting Arkwright Road would be at the same level as the road but screened by the proposed frontage hedging.
- 7.24 **Conclusion:** The design approach is considered in keeping with the character of Arkwright Road and The Ridge Way, in terms of design, height, scale, massing and layout and has an appropriate balance of landscaping.

### Quality of accommodation

- 7.25 LP policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. CLP. policy SP2.8 also deals with quality and standards. The table below demonstrates the GIAs of each residential dwelling:

Unit	Provision	Min GIA	LP GIA	Storage	Amenity Space
1	4bedroom/7person	126.08sqm	121sqm	3.3sqm	23.63sqm
2	4bedroom/7person	128.69sqm	121sqm	3.3sqm	24.03sqm
3	4bedroom/7person	128.61sqm	121sqm	3.3sqm	24.3sqm
4	4bedroom/6person	118.28sqm	112sqm	3.32sqm	31.8sqm
5	2bedroom/3person	86.14sqm	70sqm	2.24sqm	32.52sqm
6	3bedroom/5person	92.21sqm	86sqm	2.19sqm	35.69sqm
7	3bedroom/4person	99.62sqm	84sqm	4.04sqm	35.03sqm
8	3bedroom/5person	100.3sqm	93sqm	3.41sqm	8.57sqm
9	3bedroom/5person	94.8sqm	93sqm	2.82sqm	8.52sqm

7.26 As shown on the table above, all units comply with LP standards on minimum floorspace areas, storage space, and amenity space. All bedrooms within the proposal comply with parts 2, 3, and 4 of policy D6 in relation to bedroom size standards. Each dwelling would also have a floor to ceiling height of 2.5m for at least 75% of the floor space of the entire dwelling. All of the dwellings are dual aspect, therefore adequate light levels and ventilation will be available. The storage space for unit 6 does not comply with policy (a 0.31sqm shortfall), as the required amount would be 2.5m, however, given that the total floor area for this unit exceeds the minimum GIA by over 6sqm as required by policy, there would be sufficient space for storage.

7.27 Due to the distances between dwellings within and properties outside of the development but in the immediate vicinity, and the orientation of the properties, the proposed occupiers would have adequate levels of privacy.

#### Amenity Space

7.28 CLP policy DM10.4c states: All proposals for new residential development will need to provide private amenity space that provides a minimum amount of private amenity space of 5m<sup>2</sup> per 1–2-person unit and an extra 1m<sup>2</sup> per extra occupant thereafter.

7.29 CLP policy DM10.4d states: All proposals for new residential development will need to provide private amenity space that all flatted development and developments of 10 or more houses must provide a minimum of 10m<sup>2</sup> per child of new play space, calculated using the Mayor of London's population yield calculator and as a set out in Table 6.2.

7.30 CLP policy DM10.5 states: In addition to the provision of private amenity space, proposals for new flatted development and major housing schemes will

also need to incorporate high quality communal outdoor amenity space that is designed to be flexible, multifunctional, accessible and inclusive.

- 7.31 All of the units have adequate private amenity space, as demonstrated on the table above. Furthermore, there are areas of communal amenity space to the front of the dwellinghouses.
- 7.32 There would be a provision of 24.31sqm of playspace. The required amount of playspace for the site is 9.2sqm, which is to serve units 8 and 9 as all other properties have private rear gardens at ground floor. This provision is in accordance with table 6.2 of the CLP and policy DM10.4d; the proposal is considered to be acceptable in this regard.

#### Accessible Dwellings

- 7.33 LP policy D7 states that 10% of new build housing should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'; and all other dwellings should meet the Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' which requires step free access to all units and the facilities of the site.
- 7.34 The proposal includes one M4(3) unit, which is unit 7. The property has step-free access, and the floorplans demonstrate that a wheelchair user would be able to use the facilities within this property, as well as nearby cycle storage. There would also be one accessible car parking space; this would be located beside unit 7. In terms of the through floor lift provision, the Design and Access Statement outlines in Section 5 that the through floor lift space is located opposite the stair close to the entrance and would require a different dining room furniture layout to be adopted. The first floor complies with M4(3) from a planning perspective, requiring the installation of the through floor lift and minor internal works to be fully accessible, which is acceptable. A condition will secure this unit as fully wheelchair adaptable.
- 7.35 The dwellinghouses on this site and unit 6 are M4(2) compliant, in that these units all have step free access and the car parking area is at an acceptable gradient that would enable disabled users to navigate the site and access the dwellings. A compliance condition will be included to secure the provision of the M4(2).
- 7.36 Units 8 and 9 would not be step-free; the Planning Statement submitted with the application outlines that the installation of the lift and the associated service charges and maintenance costs would be disproportionate to the use of the 2 units. The supporting text to Policy H2 of the London Plan (small sites) states "*Homes located on the ground floor on minor developments should meet the requirements of Policy D7 Accessible housing. Homes that are not on the ground floor on minor developments can comply with the M4(1) standard, which does not require step-free access, where provision of step-free access would be unfeasible*". Given a lift would only serve two units out of a scheme for nine, combined with the floorspace it would require that could lead to a larger building proposed, officers accept that the provision is unfeasible in this scenario.

- 7.37 LP policy D12A states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. The applicant has submitted a Fire Strategy Statement which provides details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. The quantum of information supplied at this stage is considered to be acceptable and complies with policy D12 of the LP. This matter will be finalised through the Building Regulations regime and a condition is imposed.
- 7.38 Overall, the standard of accommodation is considered to be acceptable, subject to conditions.

### **Neighbouring residential amenity**

- 7.39 CLP policy DM10.6 states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.
- 7.40 CLP Policy DM10.6c requires new developments to not result in direct overlooking of private space 10m perpendicular to the rear elevation of an existing neighbouring property.
- 7.41 Section 2.9.10 of the SDG outlines that there should be a minimum distance of 18m between a new dwelling and a third-party dwelling.

### No. 1 Arkwright Road

- 7.42 This neighbouring property is situated to the west/south-west of the application site. The dwelling has no windows that face the application site at ground floor and 2no. windows at first floor; one serves a bathroom, and the other is a secondary window to a bedroom. These windows are 7.7m and 8m (respectively) from the side elevation of the proposal building. As existing, there is a space of 7.7m between the dwellinghouse and the neighbouring property; this spacing would be retained in the proposal scheme (see Figure 7 above).
- 7.43 The SDG outlines in section 2.9.3 that daylight and sunlight studies will not normally be required where a neighbour's window directly faces onto or over an application site in a manner that is considered un-neighbourly. These un-neighbourly windows place undue restraints on the development, and as such the light and outlook they receive will not receive significant protection. The window at first floor of No. 1 Arkwright Road which serves a habitable room is considered to be unneighbourly, in accordance with the SDG and therefore, it is not given significant protection. The neighbouring property is a dual aspect, two storey dwellinghouse, therefore, there would be adequate outlook and daylight available in the house, which does not rely on this window.
- 7.44 Given the distance of the properties to one another and taking into account the line of the existing building, which demonstrates the same distance from No. 1 Arkwright Road, it is considered that the proposal would not result in

loss of daylight. Due to the orientation of the properties in relation to the sun path, it is unlikely that there will be unacceptable overshadowing on this neighbour.

- 7.45 It is noted in the DAS that the windows at first floor of the proposed dwellings (including the linked section) of the application site would have opaque glass up to 1.7m above the internal floor level, to maintain privacy. Additionally, the dormers at second floor level would have a cill level of 1.7m above internal floor level. In relation to the proposed three storey building, there would be 2 windows at first floor level which both serve unit 7. The double bedroom would have obscured glass up to 1.7m of internal floor level; the window for the single bedroom would not have any obscured glazing, however this will be secured via condition as officers consider this to be necessary. Similarly, the terrace at second floor which faces No. 1 Arkwright Road shall have privacy screening implemented prior to occupation; this will also be secured via condition.
- 7.46 CLP policy DM10.6(c) outlines that proposals for development should not result in direct overlooking of private outdoor space (with the exception of communal open space) within 10m perpendicular to the rear elevation of a dwelling.

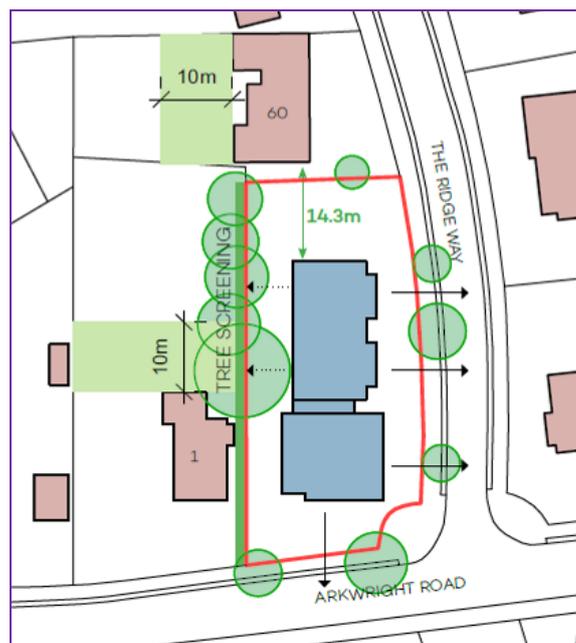


Figure 9: Diagram of 10m perpendicular outline

- 7.47 While the boundary treatment cannot be relied upon solely, given that the first floor and dormer windows would have opaque glazing up to 1.7m from internal floor level, this would ensure the privacy of the neighbouring property is protected.

#### No. 60 The Ridge Way

- 7.48 This neighbouring property is situated 14.2m from the flank of the proposal; there are windows at ground floor and two windows at first floor which directly face the application site. The proposal scheme would have two windows

facing No. 60 The Ridge Way; one which would serve a staircase and one which would serve a bathroom. Given that these are non-habitable rooms, a condition will be included to ensure they are finished with obscured glaze. There would be windows at second and third floor of the taller Arkwright Road block, which would be situated 36m from the flank of No. 60 The Ridge Way. Some of these windows also do not serve habitable rooms; there would be a total of seven windows and four of these would serve bedrooms, while the other three would serve stairwells and corridors. However, given the distance, these would not result in a loss of privacy.

- 7.49 As outlined above, section 2.9.3 of the SDG sets out that the light and outlook that unneighbourly windows receive will not receive significant protection. While the 25-degree BRE guideline would be breached in relation to the ground floor flank windows of No. 60, officers have applied the 25-degree angle to the first-floor windows and these are in compliance.

#### Other Surrounding Properties

- 7.50 It is considered that other properties in the vicinity of the site are of a sufficient distance to mitigate against any unacceptable amenity impacts.

#### Construction Impacts

- 7.51 It is acknowledged that with any build, whilst there may be slight disturbances and inconveniences for neighbouring properties, there are no grounds to refuse, and a Construction Logistics Management Plan shall be imposed to ensure neighbouring amenities are protected. In addition, under the Control of Pollution Act 1974, the council has a Construction Code of Practice which sets out when construction and demolition work can occur, and it is not expected that works will be permitted to take place out of these hours. This would be placed as an informative (in the event planning permission is granted) and a Construction Logistics Plan to be submitted as a pre-commencement condition.

#### Conclusion

- 7.52 Overall, any potential amenity impacts on neighbouring occupiers are considered to have been adequately mitigated by spatial separation between neighbouring properties. Furthermore, the orientation of the proposed dwellings and the existing orientation of the surrounding neighbouring properties is favourable to mitigate adverse impacts, where the separation distances do not meet 18m. The proposal is considered to be acceptable in line with policy DM10.6 and the Suburban Design Guide 2019.

#### **Trees and landscaping**

- 7.53 LP Policy G7 and CLP policy DM10.8 and DM28 seek to retain existing trees and vegetation. CLP policy DM10.8 requires proposals to incorporate hard and soft landscaping. A full hard landscaping plan has been submitted, which includes details of hard surfacing materials, boundary fencing materials, decking materials. These details are considered to be good quality and would result in an enhanced environment.

- 7.54 There are several mature trees along the boundaries of the site, but situated outside of the red boundary and there are trees with a TPO within close proximity in the garden of No. 1 Arkwright Road. The application was submitted with an arboricultural impact assessment plan, tree protection plan, and a tree survey and constraints plan. The proposal seeks to retain all of the trees. Some pruning of the canopy of T6 would be required, however, this would be minor. Additionally, a small incursion into the root protection area (RPA) of T6 would also be required; this would not exceed 8% of the total area. It is considered that the method statement adequately outlines how this tree would be protected so that these works would not cause harm to the longevity of the tree.
- 7.55 The parking area in the north-west of the site would require an incursion on the RPAs of tree T2 and T3 by approximately 22% and 18% respectively. Excavations will be restricted to limit damage to these trees, and a permeable surface would be incorporated in the parking area to minimise the impact on these trees. The tree officer has reviewed the submitted information and has raised no objection. A condition will be included to secure compliance with the submitted tree documents.
- 7.56 CLP policy DM27 and LP policy G6 seek to protect and enhance biodiversity and outline that proposals should aim to secure net biodiversity gain. The site is not within a specific area of ecological interest, for example, a Site of Important Nature Conservation (SINC) or Site of Specific Scientific Interest (SSSI).
- 7.57 The Planning Statement submitted outlines that the site does not form, nor is it adjacent to, any land which is designated as having biodiversity value. The site as existing has low value; the proposal has an extensive soft landscaping scheme, which will enhance the green measures onsite.
- 7.58 It is noted that there have been objections following public consultation regarding the potential of slow worms on the site. These creatures are protected by law, and they are considered a Priority Species under the UK Biodiversity Action Plan; this means that they cannot be deliberately killed, injured, or traded in any way. The granting of planning permission does not exempt the applicants from this law. However, to ensure that this aspect is scrutinised prior to the commencement of any works on site, further details in the form of a Protected Species Site Survey with a clause to include an Impact Management Plan if species are found on or within close proximity to the site, will be secured via condition.
- 7.59 Overall, this aspect of the development is considered to be acceptable, subject to conditions.

### **Transport**

- 7.60 The site has a Public Transport Accessibility Level (PTAL) of 0, on a scale where 0 is the worst and 6 is the best, which indicates poor access to public transport. The site is not within a Controlled Parking Zone and there are no on-street parking restrictions.

### Access arrangements

- 7.61 The scheme would have two vehicular accesses; one on The Ridge Way (where there is an existing crossover) and on Arkwright Road. The cross overs would both measure 3m in width and visibility splays are demonstrated to the required standards are outlined on the plans with a 43mx2.4m visibility splay for vehicles and 1.5mx1.5m for pedestrians.
- 7.62 The proposal includes multiple pedestrian access into the site from The Ridge Way, with level access also included which is supported.
- 7.63 The access onto The Ridge Way will affect the verge which is 1.5m wide. The current adopted highway standards for vehicle accesses does not allow new crossovers where the verge is 1.5m or more to preserve the verge. There is a large area of verge being removed however, the existing crossover will be reinstated with verge which will off-set the new crossover.
- 7.64 While it would normally be required to limit vehicular access to one entrance/exit point onto a site, given the configuration of the development and desire to avoid most of one frontage being made into hardstanding, combined with the separation distance of the accesses from one another on separate roads over 10m from the junction, with The Ridge Way access relocated further from the junction than existing, it is considered to be acceptable in this situation.

### Car Parking

- 7.65 LP Policy T6.1 suggests a provision of up to 1.5 spaces per dwelling for developments within this PTAL.
- 7.66 The proposal includes 9no. car parking spaces integrated within the development site. While this would be 1:1 parking, each unit would have a dedicated space. Furthermore, the LP standards outline the maximum requirement, with no minimum requirement, therefore, given that each unit would have 1no. parking space, a ground for refusal on this basis alone is not supported by officers.
- 7.67 Tracking diagrams have been submitted for each parking space; these confirm that manoeuvring into and out of the parking spaces can be achieved safely. Each car would have adequate space next to hedges and walls to alight safely.
- 7.68 A condition will be included to secure electric vehicle charging points, to ensure 20% active and 80% passive points are provided in line with CLP policy DM30 and LP policy T6.1.

### Cycle parking

- 7.69 CLP Policy DM30 and LP policy T5 (and Table 10.2) requires the provision of a total of 18no. cycle parking spaces for residents, to accommodate 2no. cycle spaces per unit.
- 7.70 There are 16no. parking spaces provided throughout the site to serve units 2-6, and 8-9, with one store providing electric charging points. Units 1 and 7

would have 2no. cycle parking spaces each within their gardens; unit 7 would have ample space within the store for the provision of an accessible bike. Overall, this level of cycle storage provision is considered appropriate, given the development is for 9 houses.

- 7.71 Cycle lockers will be provided to house the bikes; this would not be considered appropriate as built cycle storage should be provided. Given that the locations of the cycles are acceptable, it is considered that notwithstanding the information submitted, details of the means of enclosure will be secured by condition.
- 7.72 Visitor cycle parking is not shown on the plans; it is considered to be appropriate to attach a condition to address this, as there is ample space throughout the site for this to be provided. In accordance with LP policy, only 2no. spaces are required on the site for this provision.

#### Obligations

- 7.73 A contribution of £13,500 will be secured via S106 agreement to contribute towards sustainable transport initiatives including on street car clubs with electric vehicle charging points (ECVPs) as well as general expansion of the EVCP network in the area in line with Local Plan policies SP8.12 and SP8.13. The funding will go towards traffic orders, signing, and lining of a potential car club bay, EVCP provision including electrics and set up costs for the car club. Funding will also be used for extension and improvements to walking and cycling routes in the area to support and encourage sustainable methods of transport.
- 7.74 It is recommended that car club membership is provided for each unit for a period of 3 years; this will be secured via S106 agreement.

#### Other Matters

- 7.75 A condition would be attached to require submission of a Construction Logistics Plan (CLP) and a condition survey of the surrounding footways and carriageway prior to commencement of works on site.

#### Conclusion

- 7.76 Overall, in terms of transport matters, the proposal is considered to be acceptable, subject to conditions regarding further information required on the cycle parking storage, and a Section 106 Agreement to secure a contribution of £13,500 for sustainable transport initiatives.

#### **Waste / recycling facilities**

- 7.77 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design.
- 7.78 There are two communal waste and recycling areas within the site; close to the entrance on The Ridge Way which would service the 5no. houses, and the other would be close to the entrance on Arkwright Road to service the remaining units. Each refuse area would have 1no. 240l garden waste bin, 1no. 240l food waste bin, 1no. 1280l recycling bin, and 1no. 1100l waste bin.

This is an overprovision, in accordance with the Waste and Recycling in Planning Policy Document August 2015 (Edited October 2018); however, this is considered acceptable. Details of the enclosures will be secured via condition.

- 7.79 There are two allocated communal spaces within the site for bulky waste; one of which is 4sqm, and the other is 6sqm. These are adequately sized and positioned for these purposes; this aspect is considered to be acceptable.

### **Flood risk and energy efficiency**

#### Flood Risk and Sustainable Urban Drainage Systems (SuDS)

- 7.80 The applicant has submitted a Flood Risk Assessment and SuDS Strategy. The application site is situated in a site of low flood risk and located in flood zone 1. The existing areas at the site are existing hardstanding: 512sqm; existing permeable areas 754sqm. As proposed, the hardstanding areas will be 414sqm; and the permeable areas will be 852sqm. There would be an uplift of permeable and/or porous area. The FRA outlines that the scheme involves changes from an existing 40% impermeable site to one that is only 32% impermeable.
- 7.81 SuDS measures will be incorporated throughout the site, including green/sedum roofs, rain garden planters, and underground cellular soakaways. The required attenuation space to accommodate flows from the site has been calculated as 29m<sup>3</sup>. The submitted report outlines the intentions of the inclusion of SuDS measures for the development, with final details to be secured by condition.
- 7.82 Infiltration is considered to be suitable for the site (although infiltration testing needs to be carried out prior to commencement, secured by condition); it is recommended that the scheme could utilise a hybrid connection, such that a discharge to either ground soakaway or sewer (at a restricted rate) are both feasible. Rainwater harvesting is not proposed; however, the FRA recommends that rainwater pipes that do not drain to rain gardens on the site are fitted with water butts where feasible. Therefore the sustainable drainage approach follows Policy SI 13 of the London Plan 2021.

#### Energy efficiency

- 7.83 CLP policy SP6 requires development proposals to both achieve the national technical standard for energy efficiency in new homes.
- 7.84 The applicant has outlined in the Design and Access Statement that the proposal would comply with the energy hierarchy of the LP and would be in accordance with CLP policy SP6, as the development has been designed to achieve a reduction in CO<sub>2</sub> emissions beyond the Building Regulations Part L and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. These aspects are secured via condition.

### **Other matters**

- 7.85 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 7.86 All other planning considerations including equalities have been taken into account.

### **Conclusion**

- 7.87 The proposal would optimise the housing potential via the redevelopment of the site, through the erection of a well-designed L shaped building. The scale and massing of the building are considered to be appropriate. The proposed scheme will provide a variety of housing types and sizes, contributing towards family-sized units within the borough and are of high quality with the necessary supporting amenities. There would be some impact on residential amenity for the local neighbouring properties, but this has been mitigated as far as possible. While the proposal would not provide the maximum car parking, it would provide 1:1 spaces, appropriate cycle parking and promote more sustainable transport methods, further enhanced by the terms of the Section 106 Agreement. The proposal will contribute to a biodiverse environment, through a comprehensive landscaping scheme with reduced hardstanding compared to the existing situation. A suitable SuDs approach has been followed.
- 7.88 All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.