

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/01954/FUL
 Location: 49 Selborne Road
 Ward: Park Hill and Whitgift
 Description: Demolition of existing house, garage and outbuilding, and erection of a three storey building comprising 9 apartments, and provision of associated off-street parking, and associated refuse storage and cycle storage, and associated landscaping.
 Drawing Nos: 0322-P-01 Rev A ; 0322-P-02 Rev A ; 0322-P-03 Rev A ; 0322-P-04 Rev A ; 0322-P-05 Rev A ; 0322-P-06 Rev A ; 0322-P-07 Rev A ; 0322-P-08 Rev A ; 0322-P-09 ; 0322-P-10 ; Tree Protection Plan 20-1018-TPP.
 Applicant: Turnbull Land Ltd
 Case Officer: D Gibson

Proposed Residential Accommodation

	1 bed	2 bed	3 bed	Total
Proposed	3 (33%) (3x1bed/2person)	3 (33%) (1x 2bed/3person) (2x2 bed/4person)	3 (33%) (3x3bed/4person)	9

Car Parking, and Cycle Storage Provision

	Total Number of car parking spaces	Number of Disabled Spaces	Number of cycle parking spaces
Residential	6 car spaces	1 car space	18

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

2.0 RECOMMENDATION

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

a) Car parking permit free restriction for future residents

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

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

1. In accordance with the approved plans.
2. Development to be implemented within three years.
3. Materials to accord with submission details.
4. Submission of details of soft and hard landscaping, including new/replacement tree planting and biodiversity enhancements, and boundary treatments (details of children's playspace) for approval.
5. Following details to be submitted to Council for approval and provided, where appropriate, prior to first occupation of dwellings : refuse storage enclosure appearance, cycle storage enclosure appearance, security lighting, visibility splays to vehicle access, finished floor levels, electric vehicle charging point.
6. Submission of details of Asset Protection Agreement (APA) agreed with TfL with regard to tram infrastructure.
7. Submission of a scheme of tree protective fencing and permanent ground protection to be installed before any works commence.
8. Development to meet Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
9. Development to meet 110 litre per person/day water use target.
10. Submission of SUDs details to Council for approval.
11. First and second floor windows in the northern facing flank elevation to be implemented and retained as obscure glazed as specified in approved plans.
12. The Bedroom 3 windows of Flats 5 and 8 (First and Second Floors) shall be provided with the oriel design as specified in the approved plans.
13. Submission of Construction Logistics Plan to Council for approval.
14. Contaminated land - Submission of Environmental Historical Site Review to Council for approval.
15. Development to meet minimum 90% M4(2) and 10% M4(3) accessibility standards (to include at least 1 M4(3) unit at ground floor level).
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

- 1) CIL
- 2) Code of practise for Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal is an application for full planning permission:

- 3.2 The proposal includes the following:
- Demolition of existing buildings.
 - Erection of a 3 storey building.
 - Provision of 9 residential flats.

- Provision of 6 residential car parking spaces (including 1 disabled space).
- Provision of associated cycle storage (18 spaces) and refuse storage.
- Provision of communal external amenity space and children's play space

Site and Surroundings

- 3.3 The site has an area of 774 square metres and consists of a detached L-shaped bungalow set within a triangular shaped site located on the northern side of Selborne Road where it meets the intersection of Park Hill Rise. There is a detached garage in the north-western corner of the site. There is a concrete WW2 pill box on the eastern side of the site. The site is accessed from Selborne Road and is served by an existing vehicle crossover and hardstanding access leading to the garage. There are gardens areas around the bungalow and some hedgerows set behind the perimeter boundary fences, this includes one conifer tree on the eastern boundary of the site. There are some trees on adjacent land to the west and north-west of the site with some branches which partly overhang the site.
- 3.4 The site is bounded to the north by 95 Park Hill Rise, which is an almost completed three storey block of 9 flats being constructed in connection with planning permission 18/01994/FUL.
- 3.5 To the west and north-west the site is bounded by the rear gardens of two storey town houses in Lyndhurst Close.



- 3.6 The site has a London for Transport Ptal Rating of 2 (Poor), but is six minute walk away from a Ptal (6a) area. The adjacent highways are subject to yellow

lines and the site is within a Controlled Parking Zone. There are underground tram lines under a nearby highway.

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

Relevant Planning History

- 3.8 20/00520/Pre – A pre-application for the re-development of the site was submitted in February 2020.

Planning History for Adjacent Site at 95 Park Hill Rise

- 3.9 18/01994/FUL Planning Permission was granted 04/01/19 for Demolition of an existing house: erection of a three storey building comprising 6 two bedroom and 3 three bedroom flats: provision of driveway and associated parking to rear and provision of associated refuse and cycle storage. This is currently in an advanced state of construction.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a residential development is acceptable given the national and local need for housing and the residential status of the land.
- The proposal includes a good number of family units.
- The design and appearance of the development is appropriate. Whilst acknowledged that the mass of built form is significantly greater than the existing structures of site, the massing and height of the development would be in context with the recent transitions in the surrounding built environment.
- The living conditions of adjacent occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory (in terms of overall residential quality) and would comply with the Nationally Described Space Standard (NDSS).
- The level of parking and impact upon highway safety and efficiency would be acceptable and be further controlled through restricting residential parking permits in the controlled parking zone.
- Sustainability aspects have been properly assessed and their delivery can be controlled through planning conditions.

5.0 CONSULTATION RESPONSE

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

Transport for London (TfL) (Statutory Consultee)

- 5.2 TfL requires the developer to enter into an Asset Protection Agreement (APA) with them to provide assurance that the proposed works to construct the development will not impact on London Trams infrastructure. TfL advise that a condition should be used to secure the APA and that it will need to be in place prior to any works commencing on site.

5.3 The condition as recommended by TfL is listed in the schedule of proposed conditions.

6.0 LOCAL REPRESENTATION

6.1 The following Councillor has made representation:

Councillor Vidhi Mohan (Ward Councillor). Objecting and referred application to committee on the following grounds:

1. The development will have a detrimental effect on the amenity of the occupiers of adjoining buildings, and it will result in direct overlooking at close range. It will result in significant loss of existing sunlight and daylight levels of adjoining occupiers. This contravenes Policy No. DM 10.6 of the Croydon Local Plan.
2. The scale, height, massing, and density of the development is out of character with the area and adjoining properties. All the adjoining properties are a maximum 2 stories high, while this development is 3 stories high. This contravenes Policy No. DM 10.1 of the Croydon Local Plan.
3. The proposed design and materials used is not of high quality, and does not enhance or respect the local character. The proposed development uses red or yellow bricks & white horizontal wood/UPVC or clay hung tile cladding dominate. This does not complement the existing buildings seen from street level. This contravenes Policy No. DM 10.4 of the Croydon Local Plan.
4. The development is on the corner of Selborne Road and Deedene Avenue. This is a dangerous corner for traffic turning into and out of Deepdene Avenue. This building will only lead to an increase in local traffic, and increase the risk of serious accidents occurring.

6.2 The application has been publicised by way of 11 letters of notification to neighbouring properties in the vicinity of the application site. A site notice was also erected in the vicinity of the site.

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

No of individual responses: 42 Objecting: 42 Supporting: 0

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

Summary of Objection Comments

Objection	Officer Comment
Townscape	
1. Overdevelopment/Density	See paragraphs 8.5 to 8.17 below.
2. Character/Building Lines	See paragraphs 8.5 to 8.17 below.
Amenity of Adjacent Residents	
3. Loss of outlook 4. Loss of privacy 5. Loss of light	See paragraphs 8.21 to 8.25 below.
6. Increased noise	See paragraph 8.26 below.
Amenity of Future Occupiers	
7. Poor layouts 8. Inadequate amenity space	See paragraphs 8.18 to 8.20 below.
Transport and Highways	
9. Increased traffic 10. Increased parking 11. Highway Safety	See paragraphs 8.28 to 8.35 below.
Trees	
12. Affect on trees	See paragraphs 8.39 and 8.40 below.
Other Matters	
13. Refuse storage	See paragraph 8.36 below.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2016, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

Emerging New London Plan

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

insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

- 7.3 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.
- 7.4 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.5 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.
- 7.6 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.2 to 7.4 above.
- 7.7 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:
- Achieving sustainable development;
 - Making effective use of land;
 - Delivering a sufficient supply of homes;
 - Promoting healthy and safe communities;
 - Promoting sustainable transport.
- 7.8 The main policy considerations raised by the application that the Committee are required to consider are:
- 7.9 Consolidated London Plan 2016
- 3.1 Ensuring equal life chances for all
 - 3.3 Increasing housing supply
 - 3.4 Optimising housing potential

- 3.5 Quality and design of housing developments
- 3.6 Children's/young people's play & informal recreation areas
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Woodlands and trees

7.10 Croydon Local Plan 2018

- SP1 The Places of Croydon
- DM35 Addiscombe
- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban design and local character
- DM10 Design and character
- DM13 Refuse and recycling
- SP6 Environment and climate change
- SP6.3 Sustainable design and construction
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

7.11 There is relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of Development

- **New Housing**

- 8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.
- 8.3 This presumption includes Addiscombe, which is identified in the 'Places of Croydon' section of the CLP (2018) as being an area for '*Sustainable growth...including some opportunity for windfall sites, and limited infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness*'. The Croydon Suburban Design Guide (2019) sets out how suburban re-development can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 The application is for a residential development providing new and additional homes within the borough, which the Council is seeking to provide. The site is

located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.

Housing and Housing Mix

- 8.5 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms.
- 8.6 The development proposes a unit mix comprising of 3 x 1 bedroom (33%), 1 x 2 bedroom/3 person (11%), 2 x 2 bedroom/4 person (22%) and 3 x 3 bedroom/4 person (33%). The proposal would make provision for over 30% of the accommodation to be 3 bedroom family units and on that basis the proposed amount of family units would be acceptable. The varied accommodation would also provide a good housing mix, providing flats for smaller family units, couples, and singletons.

Density of the Development

- 8.7 The scheme would have a density of 246 habitable rooms per hectare (hrh). Policy 3.4 of the London Plan states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. Based on the public transport accessibility level (PTAL 2) and the site's suburban characteristics, the London Plan density matrix suggests a residential density of between 150 and 250 habitable rooms per hectare. Therefore, the proposed development would fall within the density range of 150 to 250hrh set out in the current 2016 London Plan.
- 8.8 Emerging London Plan policy does not set out specific density ranges for new residential development. Instead, it advises that it is particularly important to scrutinise the qualitative aspects of the proposed built form, massing, site layout, external spaces, internal design and ongoing management of a proposed residential development through a design-led process.

Townscape and Visual Impact

- 8.9 Policy promotes new housing development which achieves a minimum height of 3 storeys, but only on the basis that it respects the character with regard to the pattern, layout and siting; scale, height, massing, and density of its surroundings. It must also reference the appearance, existing materials and built and natural features of the surroundings.
- 8.10 The existing buildings on site, including the WW2 pill box, are not subject to any heritage designations. The building is very small and is used by the occupiers of the current bungalow for storage of a bike and some garden equipment. The built form of the pill box cannot be seen from the street due to the excessive foliage that has grown around it. Many pill boxes of historic note were statutory listed by Historic England in 1995 (marking 50 years of WW2), but these tend to be coastal

ones. The pill box at Selborne Road is a very small example and is not remarkable. In addition to this there are no original fixtures inside the pill-box, no door, and the loop-holes (gun-openings) have been glazed over. Taking into account the above information its demolition would be acceptable, as would the demolition of the bungalow.

- 8.11 The principle of re-developing the site to provide more residential accommodation is supported given the site's physical context – its detached form, the generous width of Selborne Road and Park Hill Rise, and the varied form and character of dwellings in the locality, and the need for housing in Croydon. It is particularly relevant that the adjacent site, at 95 Park Hill Rise, is currently being re-developed as a 9 unit/3 storey flatted scheme under a planning permission (Ref: 18/01994/FUL) granted 04/01/2019.



- 8.12 The proposed building would have a contemporary appearance, yet the elevations would reflect local character and create visual interest. It would have an articulated frontage and overall the building would have an elegant and ordered form and composition and an interesting fenestration treatment. This would be complemented by the high quality yet simple brick material palette to the ground an first floors which would relate well to the materials found on 'Wates Estate' housing which is prevalent in the area.

Proposed Bay Studies

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Character Area Study: Proposed Bay Studies



8.13 The main brick would be a buff coloured *Wienerberger Eastfields Grey* and the first floor would be edged with a *Wienerberger Granite Blue* soldier course.

Buff Coloured *Wienerberger Eastfields Grey* Brick



8.14 The second floor roof accommodation would be differentiated in appearance to the lower floors and would be finished in dark brickwork, *Wienerberger Avenue Smooth Black* and it would have a bronze coloured powder coated aluminium capping. This would add interest to the roof form. It would have a flat roof, but this would not be out of character with nearby dwellings, many of which also have flat roofs, and the new build block of flat under construction at 95 Park Hill Rise has a flat roof formed of grey seamed zinc. Bronze coloured powder coated aluminium windows are proposed. The proposed balconies would be inset and would have bronze coloured powder coated aluminium upright railings and the doors leading to them would be framed by inset *Wienerberger Granite Blue*

projecting header brickwork. There would be no competing or jarring elements within the composition and appearance of the building and it would have a very harmonious appearance. The stepped footprint of the building and soft landscaping around it would prevent any overbearing effect on the street scene. Overall, the massing of the building would be acceptable and articulated in a manner that would respect the urban grain and modulation of similar plots in the vicinity.



8.15 The removal of the existing high close board timber fence adjacent to the highway and its replacement with a low brick wall with planting behind it would provide a much improved vista where Selborne Road turns the corner into Park Hill Rise. A communal garden with childrens’ play area would be provided in the rear north-western corner of the site. The existing vehicle access from Selborne Road would be retained and off-street parking would be formed on the forecourt of the site using the existing vehicle access from Selborne Road. However, the amount of hard surfacing area required to form the parking area would be proportionate to the overall amount of soft landscaping proposed within the site as a whole. The cycle storage and refuse storage would be discreetly placed behind a row of parking spaces and significantly away from the street.



8.16 The application site is within an established residential area and one in which there is a recent transition to a higher-density flatted development at 95 Park Hill Rise which has recently come forward in the locality. The individual and cumulative impact of the development on the local character is considered to be acceptable as assessed above. The impact of the development on the neighbouring highway network (including on and off street car parking capacity) is acceptable as considered further on in this report. The proposal would result in a development that would have an acceptable impact on the appearance of the street scene and accords with the national and local requirements to intensify the development potential of sites and to optimise the delivery of additional housing in a sustainable manner. It is also in a location that is accessible to a local grocery shop on Chichester Road, schools in Selborne Road and off Park Hill, and bus routes on Park Hill and Chepstow Road. Lloyd Park is also a short walk away.

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

Housing Quality for Future Occupiers

8.18 All of the proposed new units would comply with or exceed the internal dimensions required by the Nationally Described Space Standards (NDSS). All would have private external amenity spaces in the form of a private garden area (ground floor flats) or balconies (first and second floor flats) to meet minimum space standards. There would be provision made for communal amenity spaces to be provided at ground level in a communal rear garden and it would be able to incorporate an acceptable amount children's play space. Lloyd Park is also less than a 5 minute walk away and so would also be an outdoor resource close at hand for future occupiers and those with children.

8.19 The internal layout and arrangement of the proposed flats would make the best use of available floor space and have pleasant outlooks from the main habitable rooms. While the Bedroom 3 of Flats 5 and 8, on the first and second floors respectively, would have oriel windows, these would have two glazing strips and so the arrangement would be acceptable on that basis. Officers are satisfied that the internal spaces would be able to accommodate acceptable in-built storage for future occupants. All of the flats would have private garden or balcony space to meet minimum amenity standards, as well as access to the ground floor rear communal garden area. The building would also benefit from a lift and this would assist ease of access for the family dwellings at first and second floors. One of the ground floor flats is specifically laid out for a wheelchair occupier and this would accord with equality policies.

8.20 Overall, the proposed development could provide an interesting and pleasant place to live for future occupiers. The proposed soft landscaped communal garden would provide opportunity for recreational use for the residents and the buffer planting and low perimeter wall to the street would contribute to a pleasant public realm.

Residential Amenity for Neighbours

8.21 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties or have an unacceptable impact on the surrounding area. This can include loss of privacy, daylight, sunlight, outlook or an increased sense of enclosure. It is considered that the position of the site and siting and massing of the proposed building on the site would not have any adverse effect in terms of light, privacy, or outlook on the amenities of residents in adjacent properties. The properties bounding the site are the development site to the north at 95 Park Hill Rise, and the houses to the west at 12 to 16 Lyndhurst Close.

- **95 Park Hill Rise**

8.22 The proposed building would be sited 3.6 metres distance from the southern flank elevation of the newly constructed block of flats at 95 Park Hill Rise. The proposed building has a stepped footprint and built form. While the built form would have a incursion within a 45 degree angle line of the nearest rear windows of 95 Park Hill Rise, the incursion is relatively minor and would not adversely affect the amenity of the adjacent occupiers. The first and second floor southern flank windows of 95 Park Hill Rise are high-level secondary windows. While there is one ground floor southern facing habitable room window at 95 Park Hill Rise, it is considered that its outlook and light would not be compromised by the proposed development any more than by the existing form of building at 49 Selborne Road, particularly as there is an extremely high yew tree hedge on the boundary which is within the curtilage of 95 Park Hill Rise. Therefore, no adverse loss of light or outlook would result to the future occupiers of the development under construction at 95 Park Hill Rise.

8.23 For the proposed building the northern facing first and second floor windows on the northern rear elevation of the proposed building would be obscure-glazed. As these are either secondary or stairwell windows then it has no adverse effect on the quality of the proposed accommodation. A couple of bedroom windows are also an oriel design with the glazing facing east and west. These arrangements would also be secured by condition to further protect the privacy of occupiers of 95 Park Hill Rise.

- **12 to 16 Lyndhurst Close**

8.24 The western flank elevation of the proposed block would be sited 20 to 22 metres distance from the eastern rear elevations of the houses in Lyndhurst Close. If the distance is measured from the balustrades of the western facing balconies the nearest distances to the windows in Lyndhurst Close would be 18.05 metres and 20.76 metres. It is considered this would comply with guidance in the Council's suburban design guide. It is considered the proposed development would not lead to any adverse loss of privacy to rear gardens in Lyndhurst Close.

8.25 It is considered that no adverse loss of privacy, no adverse loss of outlook, and no adverse loss of light would result to adjacent and nearby residential occupiers in Lyndhurst. The distance of the proposed built form to the adjacent and house plots in Lyndhurst Close would accord with the design guidance in Croydon's Suburban Design Guide for a development in a suburban environment.

Other Amenity Issues

- 8.26 In terms of noise and general disturbance it is considered that there would be noise and general disturbance result from demolition and construction works. However, a condition is recommended to ensure that a construction logistics plan is submitted for approval to manage and minimise disturbance.
- 8.27 In terms of safety and security, there would be natural surveillance from the proposed flats over the highway of Selborne Road and Park Hill Rise, and the proposed lower boundary treatment would positively add in that outcome. Details of security lighting to the external access and external circulation areas would be secured by condition.

Parking and Highway Safety

- 8.28 Transport for London were consulted on the application due to the proximity to the road to underground tram tracks. They have no objection to it subject to the developer entering into an Asset Protection Agreement (APA) with them to provide assurance that the proposed works to construct the development will not impact on London Trams infrastructure. TfL advise that a condition should be used to secure the APA and that it will need to be in place prior to any works commencing on site. The condition as recommended by TfL is listed in the schedule of proposed conditions.
- 8.29 Vehicular access to the site will be taken from the existing vehicle access from Selborne Road. A total of 6 car parking spaces will be provided at ground level and it would include 1 disabled space. The parking provision would therefore equate to just less than 1 car parking space per dwelling and for a scheme including 3 one bedroom flats this is considered an acceptable provision. The applicant has agreed to enter into a legal agreement to restrict the provision of residential car parking permits in the controlled parking zone. The availability of on-site parking and restriction of car parking permits should ensure that there would be no adverse material impact on the parking provision on the local road network. An electric vehicle charging point would be provided within the parking area and this matter would be secured by condition.
- 8.30 The site is within a relatively short walking distance to of local bus stops and tram stops which should assist in promoting sustainable public transport use. Cycle storage provision for 18 cycles within an enclosed structure is also made for each of the dwellings as well as for short-stay visitor cycling. The cycle storage provision would comply with the minimum standards set out in the London Plan.
- 8.31 Given all these circumstances it is considered that the amount of off-street car parking provision would be acceptable.
- 8.32 In terms of road safety the vehicle access is an existing one and the layout of the parking area would allow vehicles to turn safely on the site and enter and exit the access in a forward gear. The proposed front low wall (in place of the existing high fence) would assist road safety by providing improved visibility where Selborne Road turns the curve into Park Hill Rise. This would be beneficial to all traffic movement around the curve as it would improve vehicle sightlines. There is also a relatively recent traffic island installation at the intersection of Selborne

Road with Deepdene Avenue which assists in calming traffic movements at the intersection and on the curve of the road.

- 8.33 Fire safety access would be acceptable as no part of the building would be more than 45 metres distance from the highway.
- 8.34 Full details of a construction logistics plan can be secured by condition to ensure that the demolition and construction works would be undertaken in a considerate manner.
- 8.35 Residential refuse storage is proposed in an enclosure behind the parking area. The refuse stores would be sited within 20 metres pull distance of the highways of Selborne Road and so would be an acceptable distance from the highway.

Refuse Storage

- 8.36 The refuse storage would be sited behind the proposed parking area and would provide capacity for two 1280 litre bins. These are co-mingled waste bins which are usual for flatted development. It would be within 20 metres of the highway so would be an acceptable pull distance for Council operatives. Details of its appearance can be secured by condition.

Flood Risk

- 8.37 The application was accompanied by a Flood Risk Assessment and the site is within an area with a low risk of flooding. A Sustainable Urban Drainage strategy (SUDs) can be secured by condition.

Sustainability

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

Trees, Landscaping and Biodiversity

- 8.39 A total of three individual trees and two hedges will be removed to enable the proposed development. The trees to be removed are within the 'C' category and will have little impact on the tree amenity of the local area. The proposed development of the site provides an opportunity to plant a number of new trees as part of a landscape scheme for the site. This will improve the age range and species diversity of the trees in the local area, as well as enhancing the tree cover on the site. The arboricultural report submitted with the application sets out tree protection measures. The installation of tree protective fencing and permanent ground protection to be installed before any works commence can be secured by condition, to ensure the safe guarding of the subject trees. The works of facilitation would not require any significant lateral pruning of the trees outside of

the extent of the site on the western boundary as the proposed mass of the block of flats is set well away from that boundary. Through the specified tree protection measures and construction methodology, it would be possible to minimise the impact of the proposed development on the retained trees.

- 8.40 A communal garden area and buffer planting is also proposed on the site and further details to promote biodiversity, and assist surface water drainage, and to combat climate change can also be secured as part of the recommended landscaping condition. Full details of tree planting and other planting could be secured as part of the recommended landscaping condition.

Other Matters

CIL

- 8.41 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area.

Conclusions

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