

**1.0 APPLICATION DETAILS**

**Ref:** 20/02863/FUL  
**Location:** 270 Selsdon Road | South Croydon | CR2 7AA  
**Ward:** South Croydon  
**Description:** Demolition of the existing dwelling and erection of a 2/3/4 storey building comprising 9 units. Provision of associated parking, landscaping, amenity space, refuse and cycle storage.  
**Drawings:** 304 OBA 00 ZZ DR A 0100; 304 OBA 00 ZZ DR A 0101; 304 OBA 00 ZZ DR A 0102 Rev F; 304 OBA 00 GF DR A 0201; 304 OBA 00 00 DR A 0251 Rev F; 304 OBA 00 01 DR A 0252 Rev F; 304 OBA 00 02 DR A 0253 Rev E; 304 OBA 00 03 DR A 0254 Rev E; 304 OBA 00 R1 DR A 0255 Rev D; 304 OBA 00 ZZ DR A 0300; 304 OBA 00 ZZ DR A 0350 Rev B; 304 OBA 00 A 0351 Rev D; 340 OBA 00 A 0352 Rev D; 304 OBA 00 ZZ DR A 0352 Rev B; 304 OBA 00 ZZ DR A 0353; 304 OBA 00 ZZ DR A 0354 Rev B; 304 OBA 00 ZZ DR A 0355; 304 OBA 00 ZZ DR A 0356 Rev D; 340 OBA 00 A 0356 Rev D; 304 OBA 00 ZZ DR A 0450 Rev A; TCPP-03 Rev A; 2019/4881/004 Rev G; 2019/4881/006 Rev E  
**Statements:** Design and Access Statement, Flood Risk Assessment and External Daylight and Sunlight Study, Preliminary Ecological Appraisal received on 02/07/2020; Fire Strategy received on 22/09/2021, Arboricultural Report received on 25/11/2021 and Transport Statement received on 16/12/2021  
**Agent:** Oliver Bray, OB Architecture  
**Applicant:** Dwanye Harvey  
**Case Officer:** Natalie Rowland

	Type of Units			Totals
	One Bedroom	Two Bedroom	Three Bedroom	
Existing	0	0	1	<b>1</b>
Proposed	3	3	3	<b>9</b>

Number of Vehicle Parking Spaces	Number of Cycle Parking Spaces
Six (6)	Seventeen (17) + visitor

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

- Objections above the threshold in the Committee Consideration Criteria; and
- Referral from Ward Cllr. Maria Gatland.

**2.0 RECOMMENDATION**

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

- A financial contribution of £13,500 for sustainable transport improvements and enhancements.
- 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

#### Standard

1. Three-year time limit for commencement.
2. Requirement for development to be carried out in accordance with the approved drawings and reports.

#### Pre-Commencement of Development Conditions

3. Submission and approval of a Construction Management Plan and Construction Logistics Plan.
4. Submission and approval of details of the materials specifications including facing materials, joinery and openings.
5. Submission and approval of details of an updated Protected and Priority Species Site Survey.
6. Submission and approval of cycle and refuse storage details.
7. Submission and approval of details on the Landscaping Strategy including a Biodiversity Enhancement Strategy, landscaping management plan, and details on: boundary treatment design; arrangement of communal amenity space; play space arrangement equipment, and materials/plantings for hard/soft landscaping.
8. Submission and approval of details of a Sustainable Urban Drainage System.

#### Pre-Occupation Conditions

9. Submission and approval of details of Electric Vehicle Charging Points.
10. Submission and approval of details of a Waste Management Plan.
11. Submission and approval of details for Lighting Strategy.

#### Compliance Conditions

12. Compliance with Arboricultural Assessment and Tree Protection Plan
  13. Compliance with Fire Strategy
  14. Provision and maintenance of off-street vehicle parking spaces.
  15. Provision of accessible and adaptable dwellings.
  16. Compliance with dwelling emissions rate and water efficiency standard.
  17. Provision of ultra-low NOx boilers.
  18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport
- 2.4 That, if within 3 months of the issue of a draft planning permission decision notice, the legal agreement to secure the sustainable transport contribution of

£13,500 and other required S278 works has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

### INFORMATIVES

1. Community Infrastructure Levy
2. Code of practice for Construction Sites
3. Highways informative in relation to s278 and s38 works required
4. Compliance with Building/Fire Regulations
5. Construction Logistics Informative
6. Refuse and cycle storage Informative
7. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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



Figure 1 - CGI of front of proposal (northern elevation)

### **Proposal**

3.1 The application seeks Planning Permission for the redevelopment of the site involving the:

- Demolition of the existing residential dwelling house.
- Erection of 2/3/4 storey building comprising nine (9) units.
- The building would comprise 1 x 1B 1P unit, 2 x 1B 2P units, 3 x 2B 3P units and 3 x 3B 4P units.
- Provision of 6 off street parking spaces including one disabled bay

- Communal and private amenity space, play space and hard and soft landscaping
- Provision of associated refuse and cycle storage.

3.2 The proposed building would range in height from 8.4 to 11.3 meters, with a design favouring the 'contemporary reinterpretation' approach. The finishing materials would comprise a light buff brick base, a white textured brick at first and second floor with a sculpted tile hung third floor that is set back from the profile of the building.

3.3 The main entrance fronts Selsdon Road with a secondary entrance from the parking undercroft on Carlton Avenue.

3.4 The unit mix and floor area would be as per the Table below:

		Internal Floor Area (sqm)	
		Requirement	Proposed
Ground Floor	FLAT 1 (2B3P)	61	65
	FLAT 2 (1B1P)	39	45
First Floor	FLAT 3 (1B2P)	50	51
	FLAT 4 (3B4P)	74	82
	FLAT 5 (3B4P)	74	91
Second Floor	FLAT 6 (1B2P)	50	54
	FLAT 7 (2B3P)	61	63
	FLAT 8 (3B4P)	74	79
Third Floor	FLAT 9 (2B3P)	61	63

Figure 2 - Accommodation mix and floor area

3.5 The private amenity spaces above first floor are all set within recessed terraces that look out over the public domain whilst the ground floor amenity spaces to Units 1 and 2 are within enclosed private gardens fronting Selsdon Road.

3.6 The communal amenity space is set behind the parking area in a south-west facing garden. A section of the rear garden has been identified as the location for the requisite 18 sqm of children's play space.

3.7 The proposed bin store is located within the undercroft providing direct access from the communal stair core and within close reach of the highway. Long stay cycle storage is also provided internally, with access to the main entrance. Short

stay storage it located outside the main entrance. A 10 sqm bulky collection area is adjacent to the main entrance along Selsdon Road.

- 3.8 According to the Arboricultural Report, W.J. Kent (November 2021), the proposal would involve the removal of two Category U trees (T4 and T6) and one Category C1 tree (T5). These trees are not protected. Pruning is proposed to the yew tree in the front garden (T3).

### Site and Surroundings

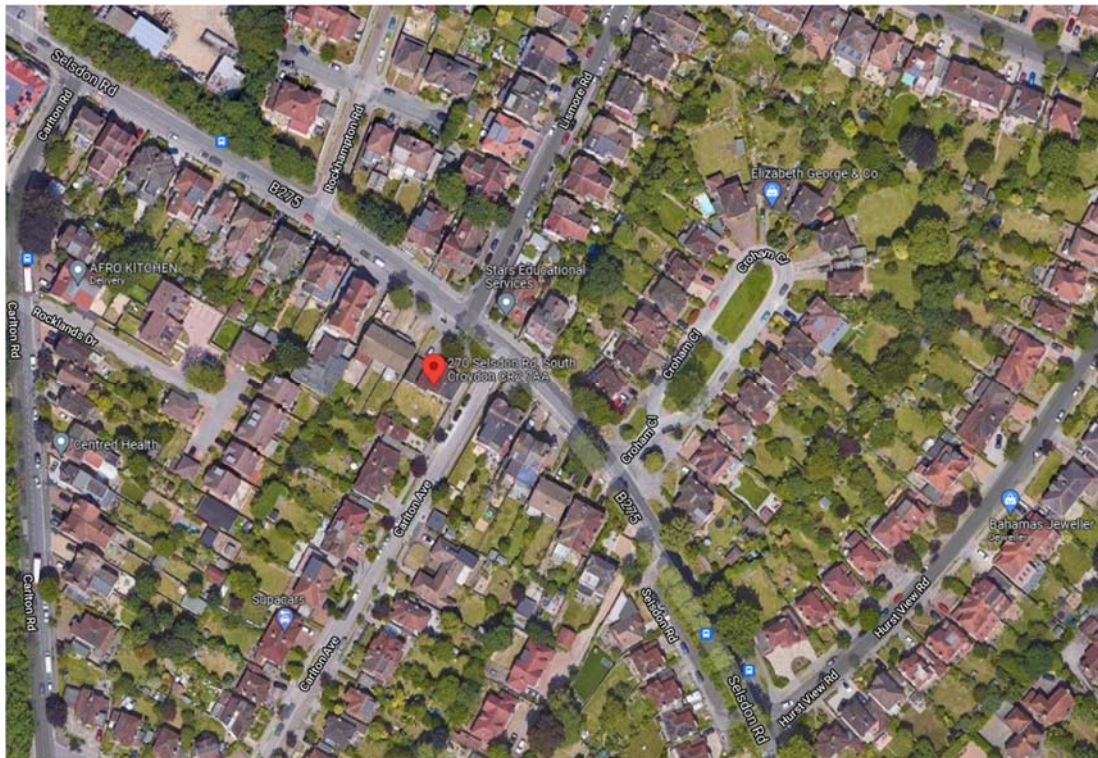


Figure 3 – Google maps view of site

- 3.9 The site is a corner plot on the southern side of Selsdon Road. Carlton Avenue runs in a southern directly along the eastern boundary. The existing built form comprises a detached two storey dwellinghouse with an attached single garage on the western elevation. The main vehicular access to the site is via Selsdon Road which leads to an area of hard standing in front of the dwelling.
- 3.10 There are two prominent street trees located outside the front boundary set within a large hard standing area, with a younger street tree fronting onto Carlton Avenue, approximately in line with the rear boundary of the site. The yew tree to the front of the site is protected by a Tree Preservation Order (TPO 10, 2019).
- 3.11 Located at the rear of the site is an electricity substation with a dual pitched roof, which is set back from the fairly rigid building line seen on this side of Carlton Avenue.

3.12 Land levels within the wider area and on-site rise from west to east. Whilst the site itself is not located within an area at risk of surface water flooding, it is at potential risk from ground water flooding.

3.13 The West and South Controlled Parking Zones are in close proximity to the site.

### **Planning History**

3.14 20/00497/FUL - Demolition of the existing dwelling and erection of a 2/3/4 storey building comprising of 9 units. Provision of associated parking, amenity space, refuse and cycle storage. Application withdrawn.

3.15 19/03625/FUL - Demolition of the existing dwelling and erection of a 2/3/4 storey building comprising of 9 units. Provision of associated parking, amenity space, refuse and cycle storage. Permission refused in October 2019 due to design; standard of accommodation; loss of TPO; ecological impacts and neighbouring amenity.

3.16 The following application shows the property was originally a 3 bedroom dwelling:

3.17 70/20/327 - New Bedroom over garage. Permission granted but not implemented.

3.18 Advice given on pre-application enquires ref: 19/02045/PRE and 19/05105/PRE

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

- The principle of intensifying the residential use of the existing site to provide a greater quantum of homes than existing is acceptable.
- The design and appearance of the development is acceptable and would evolve the local character whilst using land efficiently. Planning conditions are recommended to ensure that the development would use high quality materials, detailing and landscaping.
- The living standards for future occupiers would be acceptable and Nationally Described Space Standard (NDSS) compliant, with acceptable light and outlook levels, private amenity space, communal amenity space and child play space.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The level of parking and impact upon the local transport network is considered acceptable subject to conditions and planning obligations.
- The proposal's impact on trees and biodiversity is acceptable subject to conditions.
- Suitable sustainability measures have been included and the development would be zero carbon (partly achieved through planning obligations).
- The proposed flooding and sustainable drainage measures are acceptable subject to conditions.

## 5.0 CONSULTATIONS

- 5.1 **Ecology Advisor** - No objection subject to conditions securing biodiversity mitigation and enhancement measures.

## 6.0 LOCAL REPRESENTATION

- 6.1 Forty three (43) neighbouring properties were notified of the application and invited to comment. Sixty six (66) representations were received, all of which were objections to the proposal. MP Chris Philip is noted as an objector. The concerns raised in the objections received are summarised in Table 6.0, which also contains the Case Officer's response to the objections.
- 6.2 Revisions have been accepted over the course of the application, with a view to addressing transport and tree concerns. None of these revisions were substantial enough to warrant a new consultation period.

SUMMARY OF OBJECTIONS	RESPONSE
Principle of development	
Overdevelopment / in excess of density range	Please refer to paragraph 8.8 of this report
No affordable housing	Application does not meet threshold for a/h requirement
No family houses proposed	Please refer to paragraphs 8.6-8.7 of this report
Design	
Not in keeping	Please refer to paragraphs 8.10-8.25 of this report
Not in proportion	Please refer to paragraphs 8.10-8.25 of this report
Poor quality space and storage	Please refer to paragraphs 8.26-8.32 of this report
Impact on adjacent substation	Please refer to paragraph 8.18 of this report
Design won't encourage community involvement	Please refer to paragraph 8.30 – 8.32 of this report
Access to amenity space through car park is unsafe	Please refer to paragraphs 8.12 and 8.24 of this report

Antisocial behaviour from undercroft	Please refer to paragraph 8.24 of this report
Amenity	
Would reduce quality of life	This is not a material planning consideration
Loss of light	Please refer to paragraphs 8.34-8.53 of this report
Overlooking of gardens	Please refer to paragraphs 8.34-8.53 of this report
Unacceptable levels of noise	Please refer to paragraph 8.52 of this report
Inadequate amenity space for future residents and shadowed	Please refer to paragraphs 8.13 and 8.81 of this report
Inaccurate daylight assessment study (268c Selsdon Road)	Please refer to paragraphs 8.39-8.41 of this report
Closer than 18m to neighbours	Please refer to paragraphs 8.49-8.51 of this report
Highways & Parking	
Insufficient car parking	Please refer to paragraphs 8.59-8.62 of this report
Parking spaces are unsafe	Please refer to paragraph 8.65 of this report
Parking survey is inadequate	The submitted parking survey has been undertaken in accordance with the 'Lambeth Methodology' and is acceptable.
Negative impact on highway safety	Please refer to paragraph 8.67 of this report
Construction impacts	Construction impacts are temporary however can be controlled by condition. A Construction Logistics Plan condition can be included to assist in managing and mitigate any impact.
Transport Statement not to TFL guidance (no healthy streets assessment)	The site is not located near a strategic 'red' route and as such, TFL are not the relevant highway authority.



Public transport network is at capacity and cannot accommodate additional residents	The proposed additional public transport trips generated by this development are not of such a level as to have a material impact on the overall capacity of the public transport network with any negligible additional impact being offset by the proposed sustainable transport contribution
Proposal will affect emergency access onto Croham Close and Carlton Avenue	Proposal will not alter highway width or affect emergency access.
<b>Landscaping</b>	
Will remove views to open countryside	The site is within an urban location surrounded by other residential development.
Inaccuracies with tree plans	Please refer to paragraphs 8.76-8.78 of this report
Insufficient play space	Please refer to paragraph 8.13 of this report
<b>Other matters</b>	
Infrastructure can't accommodate development	Proposal will be CIL liable
Will harm wellbeing	The proposal meets the Local Plan requirements in terms of the provision of high quality accommodation with access to appropriate private and communal amenity space.
Increased flood risk from impermeable surfaces	Please refer to paragraphs 8.87-8.89 of this report
Harm to bats roosting in substation	Please refer to paragraphs 8.82-8.85 of this report
Lack of engagement with community	Whilst the Council can encourage developers to discuss their plans with the local community, unfortunately there is no formal requirement for them to do so.
<b>SUMMARY OF SUPPORT</b>	<b>RESPONSE</b>
Good design and use of space	Noted

6.3 Local Ward Councillor Maria Gatland used their representation to refer the application to the Planning Committee. In addition to referring the application, she also objected on the grounds that the proposal would:

- Involve the loss of a family home;
- Be of an unacceptable size/ height;
- Design is not in keeping with the surrounding area; and
- Harm the amenity of neighbours in Carlton Avenue and Selsdon Road.

6.4 The concerns of the local Ward Councillor are acknowledged and addressed in the assessment below.

## **7.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

7.1 This recommendation to grant planning permission has been taken having regard to the policies and proposals in the London Plan (2021) and Croydon Local Plan (2018), as well as, to all relevant material considerations:

### Town and Country Planning Act 1990 (As Amended)

#### National Planning Policy Framework (2021)

Section 4	Decision Making
Section 5	Delivering a Sufficient Supply of Homes
Section 8	Promoting Healthy and Safe Communities
Section 9	Promoting Sustainable Transport
Section 11	Making Effective Use of Land
Section 12	Achieving Well-Designed Places
Section 14	Meeting the Challenge of Climate Change, Flooding and Coastal Change
Section 15	Conserving and Enhancing the Natural Environment

#### London Plan (2021)

Policy GG2	Making the Best Use of Land
Policy GG4	Delivering the Homes Londoners Need
Policy D1	London's Form, Character and Capacity for Growth
Policy D2	Infrastructure Requirements for Sustainable Densities
Policy D3	Optimising Site Capacity through the Design-Led Approach
Policy D4	Delivering Good Design
Policy D5	Inclusive Design
Policy D6	Housing Quality and Standards
Policy D8	Public Realm
Policy D11	Safety, Security and Resilience to Emergency
Policy D12	Fire Safety
Policy D14	Noise
Policy H1	Increasing Housing Supply
Policy H2	Small Sites
Policy G4	Open Space
Policy G5	Urban Greening
Policy G6	Biodiversity and Access to Nature

Policy G7	Trees and Woodlands
Policy SI1	Improving Air Quality
Policy SI2	Minimising Greenhouse Gas Emissions
Policy SI4	Managing Heat Risk
Policy SI7	Reducing Waste and Supporting the Circular Economy
Policy SI12	Flood Risk Management
Policy SI14	Sustainable Drainage
Policy T1	Strategic Approach to Transport
Policy T3	Transport Capacity, Connectivity and Safeguarding
Policy T4	Assessing and Mitigating Transport Impacts
Policy T5	Cycling
Policy T6	Car Parking
Policy T7	Deliveries, Servicing and Construction
Policy DF1	Delivery of the Plan and Planning Obligations

#### Croydon Local Plan (2018)

Policy DM1	Housing Choice for Sustainable Communities
Policy DM10	Design and Character
Policy DM13	Refuse and Recycling
Policy DM16	Promoting Healthy Communities
Policy DM25	Sustainable Drainage Systems and Reducing Flood Risk
Policy DM27	Protecting and Enhancing Our Biodiversity
Policy DM28	Trees
Policy DM29	Promoting Sustainable Travel and Reducing Congestion
Policy SP2	Homes
Policy SP4	Urban Design and Local Character
Policy SP6	Environment and Climate Change
Policy SP7	Green Grid
Policy SP8	Transport and Communication

#### Other Relevant Policies & Guidance

Borough Character Appraisal (LBC - 2015)

Housing SPG (GLA - 2015)

Suburban Design Guide SPD (LBC - 2019)

Technical Housing Standards - Nationally Described Space Standard (2015)

Waste and Recycling in Planning Policy Document (LBC, 2015, As Amended)

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of Development
2. Housing Tenure, Mix and Site Optimisation
3. Design and Appearance
4. Housing Quality
5. Impact on Surrounding Neighbours
6. Highways, Parking and Refuse
7. Trees and Landscaping

8. Biodiversity and Sustainability
9. Flood Risk and Sustainable Drainage
10. Fire Safety
11. Other Matters

### **Principle of Development**

- 8.2 The site's existing use is residential and as such the proposed redevelopment of the site for residential purposes is acceptable. Policy SP2.2 of the CLP states that the Council will seek to deliver a minimum of 32,890 homes between 2016 and 2036, equating to 1,645 homes per year, with 10,060 of said homes being delivered across the borough on windfall sites (i.e. non allocated sites outside of the Croydon Opportunity Area – such as this application site), and equating to 503 homes per year. The LP sets a housing target for Croydon of 20,790 homes between 2019 and 2029, equating to 2,079 homes per year, which includes a “small sites” target of 6,410, equating to 641 homes per year, which is an increase on the Council's current windfall target. 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.
- 8.3 The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition and replacement with a proposed flatted development.
- 8.4 Overall the redevelopment and intensification of the site is considered to be acceptable in principle, subject to the other relevant planning considerations discussed further below.

### **Housing Tenure, Mix and Site Optimisation**

- 8.5 Policies SP2.4 and SP2.5 of the Local Plan state that on sites of ten or more dwellings the Council will seek a minimum of 30% affordable housing. The proposed scheme seeks to provide nine units and as such, there is no affordable housing requirement.
- 8.6 Policy SP2.7 of the Local Plan sets a strategic target for 30% of all new homes up to 2036 to have 3 or more bedrooms and it is expected that all developments contribute towards this. Policy DM1.2 of the Local Plan states that redevelopment of residential dwellings are acceptable in situations where it does not result in the loss of 3 bedroom homes or homes as originally built at 130 m<sup>2</sup>.
- 8.7 While the proposal would result in the loss of 1 x 3 bedroom property it would provide 3 x 3 bedroom properties as part of the proposal, which represents 33% of the proposed dwellings. Overall, this proposal would result in a net uplift in family housing on the site and would not conflict with this policy.
- 8.8 With respect to the optimisation of the site, Policy D3 of the London Plan (2021) sets out that all development must make the best use of land by following a

design-led approach that optimises the capacity of sites. It is important to note that this policy does not set out numerical density ranges for different locations as per the old London Plan (2016) which no longer forms part of the development plan and as such is not a material planning consideration.

- 8.9 As such, the proposal is considered to comply with Policy SP2.7 of the Local Plan and Policy D3 of the London Plan (2021).

### **Design and Appearance**

- 8.10 Policies SP4.1 and DM10.1 of the Local Plan state 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. Proposals should seek to achieve a minimum height of three storeys, should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area.

### Layout

- 8.11 The proposed layout of the development includes the provision of a two/three/four storey building which follows the front building lines of the immediate surrounding properties. Six (6) car parking spaces are provided to the rear of the site with a new vehicular access onto Carlton Avenue. The existing vehicular access onto Selsdon Road would be removed with just the main pedestrian access route retained, alongside a large area of soft landscaping. A communal garden and child play area is located to the rear of the building. With the exception of visitor cycle parking, all other cycle parking and refuse storage is located within the footprint of the building at ground floor level.
- 8.12 Over the course of the application the access route to the communal area has been altered; the entrance to the communal area has been brought closer to the main footprint of the building to create the most direct and safe route possible. The hit and miss brickwork on the wall between the communal and the undercroft will also allow light to penetrate the area.
- 8.13 The Local Plan requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. Child play space is proposed immediately adjacent to the communal amenity space. With an area of 22 sqm, this accords with the 18.3 sqm requirement detailed in Table 6.2 of the Local Plan.

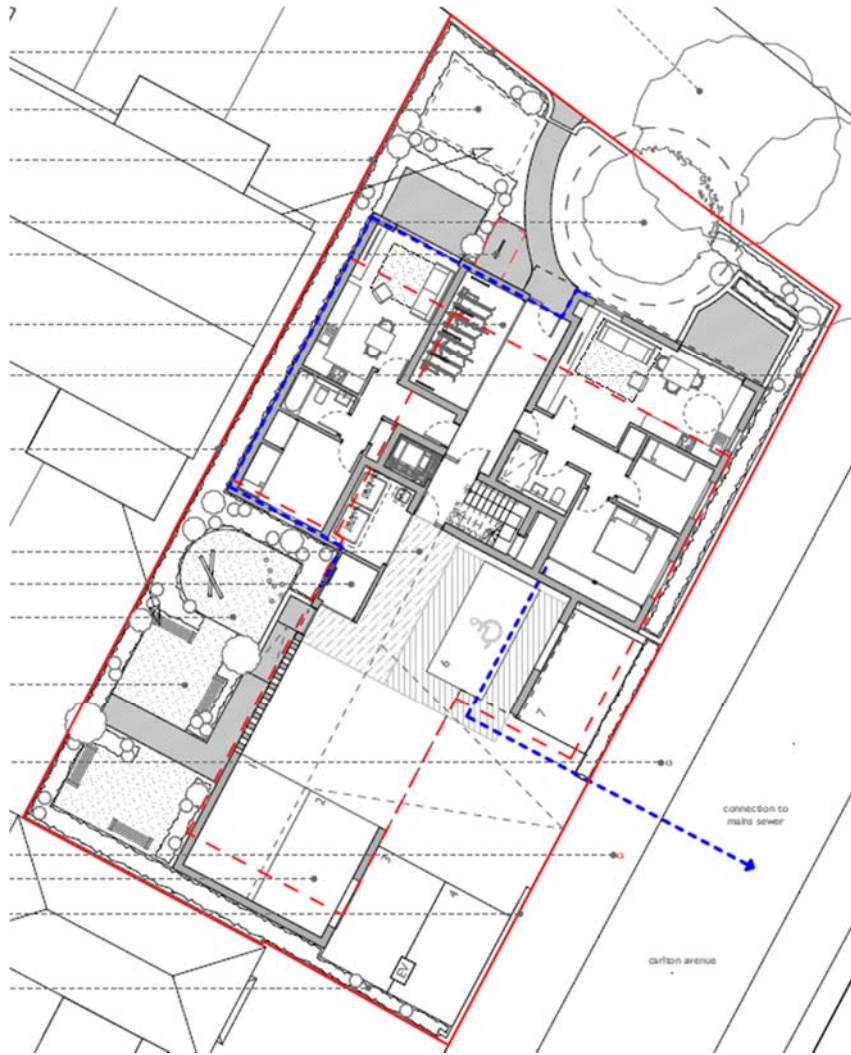


Figure 4 - Proposed site plan

### Scale, Height and Massing

8.14 Policy DM10.1b of the Local Plan requires proposals to respect the scale, height and massing of the surrounding area, whilst seeking to achieve a minimum height of three storeys for developments facing onto streets. Section 2.10 of the SDG promotes development of greater heights than that of neighbouring properties citing that building height changes regularly occur on streets across the borough and as such developments do not necessarily need to step down in height towards neighbouring buildings of a lesser height.

8.15 Furthermore, Section 2.14 (see figure below) of the SDG suggests that redevelopment of corner plots should seek to include an additional storey to the three storeys recommended in the Local Plan.

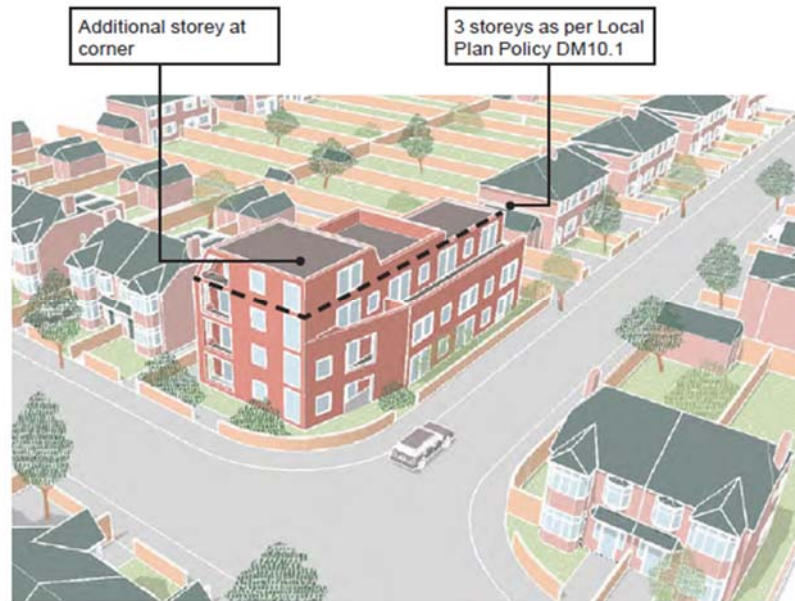


Figure 5 - Exert from Section 2.14 of the Suburban Design Guide (2019)

8.16 The site is a corner plot. The surrounding building form rises up from two storey properties to the proposed development which is a part two, part three, part four storey building. Although it is of a greater scale to that of the immediately surrounding properties, the positioning of the fourth storey at the apex of the corner plot and the stepping down of the roof form close to the southern and western boundaries is compliant with the SDG guidance referenced above. The design and set back of the upper floors assists further in ensuring that the proposal responds appropriately to the surroundings and does not feel overbearing.



Figure 6 - View looking from Carlton Avenue

8.17 The DAS provides examples of other prominent corner sites in the immediate vicinity, which passively ignore the corner by virtue of a blank side elevation. This proposal addresses this by actively addressing the corner and providing visual interest from both sides.

8.18 A third party comment was received regarding the impact of the proposed development on the substation which lies to the south (see figure 7 below). While the substation is a relatively ornate building, it is not statutorily or locally listed. The development will retain a separation distance of 0.9m between the flank wall of the substation and that of the building, which is increased at the second floor as the building steps away from the boundary. There are no concerns as to the impact on the substation.



Figure 7 - Proposed Carlton Avenue street scene

### Appearance and Materials

8.19 In order to inform the appearance of the proposed development a character analysis of the local area has been undertaken and the proposal seeks to reference aspects of the surrounding character, such as the material choice and proportions of the fenestration, whilst at the same time introducing aspects of contemporary detailing to ensure that the proposal is not simply a pastiche of surrounding buildings.

8.20 In line with the broadly accepted approach to development, the scheme reads as a 'contemporary interpretation' of the character forms and features and/or materials predominant in the area. The contextual analysis included within the DAS identifies the prevailing materiality of Selsdon Road consisting of three materials: A brick base to the ground floor with a rendered / pebble dashed first floor with a clay tiles to the roofs. Painted window details contrast with the textured facing materials.

8.21 The proposal includes a light buff brick base, with a white textured brick at first and second floor with a sculpted tile hung third floor that is set back from the profile of the building. These materials are an abstract interpretation of the white render and tiled roof on the surrounding buildings (see figure 4 above) and are supported.



- 8.22 The use of aluminium windows is acceptable and the Applicant is encouraged to use slim profile frames, with minimum reveal depths of 225mm to give depth to the facade. This can be secured by condition.
- 8.23 In order to ensure compliance with the SDG, the Applicant has moved the cycle store out of the communal amenity area and integrated it within the main building envelope.
- 8.24 The proposal includes an undercroft parking area at ground floor which facilitates three (3) of the parking spaces. Vehicular access to the undercroft will be through an entrance 6.1 metres wide, which maximises natural surveillance across the parking area. Furthermore, large openings have also been included on the walls either side of the entrance to allow natural light to enter the area. In order to introduce more visual permeability, the design of the western rear wall has also been revised to include larger openings on the hit and miss brickwork. Notwithstanding this, in order to deter anti-social behaviour, it is recommended that additional lighting is provided in this area which could be conditioned. On balance, this is considered an acceptable solution.

### Conclusion

- 8.25 Whilst it is recognised that the scale and massing of the proposal would be greater than that of other buildings on the street, the manner in which the proposal seeks to respond to the local character through respecting the development pattern (through building lines and respecting the existing plot rhythm), stepping down and back in height and scale adjacent to neighbouring properties, and utilising a material palette and detailing which picks up on materials commonly found within the local area, is considered to allow the proposal to evolve the character of the street through the intensification of this site in a suitable manner which respects and enhances its character.

### **Housing Quality**

- 8.26 London Plan Policy D6 requires housing developments to be of a high quality design and contains space standards for new dwellings. The provision of dual aspect dwellings should be maximised and a single aspect dwelling should only be provided where a more appropriate design solution to meet the requirements of Part B in Policy D3 (optimising site capacity through the design led approach). The design should provide sufficient daylight and sunlight and ensure the usability of outdoor space is maximised.
- 8.27 As detailed in Figure 2 above and by the table below all of the proposed units would meet or exceed the internal floor area and private amenity space standards set out by both the Nationally Described Space Standards (NDSS) and Table 6.2 in the Local Plan and include the necessary storage. All units are

dual aspect and as such they would provide an appropriate level of accommodation for their future occupiers.

		Private Amenity Space (sqm)	
		Requirement	Proposed
Ground Floor	FLAT 1 (2B3P)	6	8
	FLAT 2 (1B1P)	5	11
First Floor	FLAT 3 (1B2P)	5	6
	FLAT 4 (3B4P)	7	7
	FLAT 5 (3B4P)	7	7
Second Floor	FLAT 6 (1B2P)	5	6
	FLAT 7 (2B3P)	6	7
	FLAT 8 (3B4P)	7	7
Third Floor	FLAT 9 (2B3P)	6	7

Figure 8: Proposed private amenity space

- 8.28 In addition to having practical and comfortable layouts, the proposed dwellings would be located far enough away from neighbouring buildings to benefit from pleasant outlooks and good levels of natural light.
- 8.29 It is noted that the outlook for Flat 2 is towards the communal/play area. Whilst it is positive to include some passive surveillance to the play space, sufficient defensible planting should be included to ensure that the amenity of Flat 2 is acceptable. This can be secured by condition.
- 8.30 An objection was received stating that the ‘design won’t encourage community involvement’. While this is not specifically a planning matter, as referenced above, Policy D6 of the London Plan (2021) details the quality and standards necessary to ensure housing which makes the best use of land and creates high quality, comfortable and attractive homes.
- 8.31 Table 3.2 of Policy D6 details the qualitative design aspects to be addressed in housing developments which includes layout orientation and form (discussed in para 8.11-8.18 above) and the requirements of communal outside amenity space. These include sufficient space for the number of residents, for it to be easily assessable, positioned to allow overlooking, and be designed to support

“an appropriate balance of informal social activity and play opportunities for various age groups”.

- 8.32 Much of this is echoed in Local Plan Policy DM10.45 which requires proposals for new flatted development to incorporate high quality communal amenity space. Third party comments were received regarding the size of the space however the plans show an area of approximately 39 sqm which is considered to be appropriate, subject to securing further design detail by condition.
- 8.33 London Plan Policy D7 requires new dwellings to be building regulation M4(2) compliant for use by persons with disabilities, with 10% meeting M4(3). The revisions to the scheme have included a lift and as such all units meet M4(2) requirements. The plans show Unit 5 on the first floor as being M4(3) compliant which is acceptable.

### **Impact on Surrounding Neighbours**

- 8.34 The London Plan (2021) Policy D6 states that “development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.”
- 8.35 Policy DM10.6 of the Croydon Local Plan (2018) states the Local Planning Authority would not support development proposals, which would have an adverse effects on the amenities of the occupiers of adjoining buildings. Policy DM10 of the Croydon Local Plan (2018) and Suburban Design Guide SPD (2019) state that proposals should not negatively impact upon neighbouring properties.
- 8.36 There are a number of properties that surround the site which include 415 and 419 Selsdon Road and 2 Lismore Road to the north, 370 Seldon Road to the east, 2 Carlton Avenue to the south and 268c Selsdon Road to the west as illustrated in Figure 7 below.

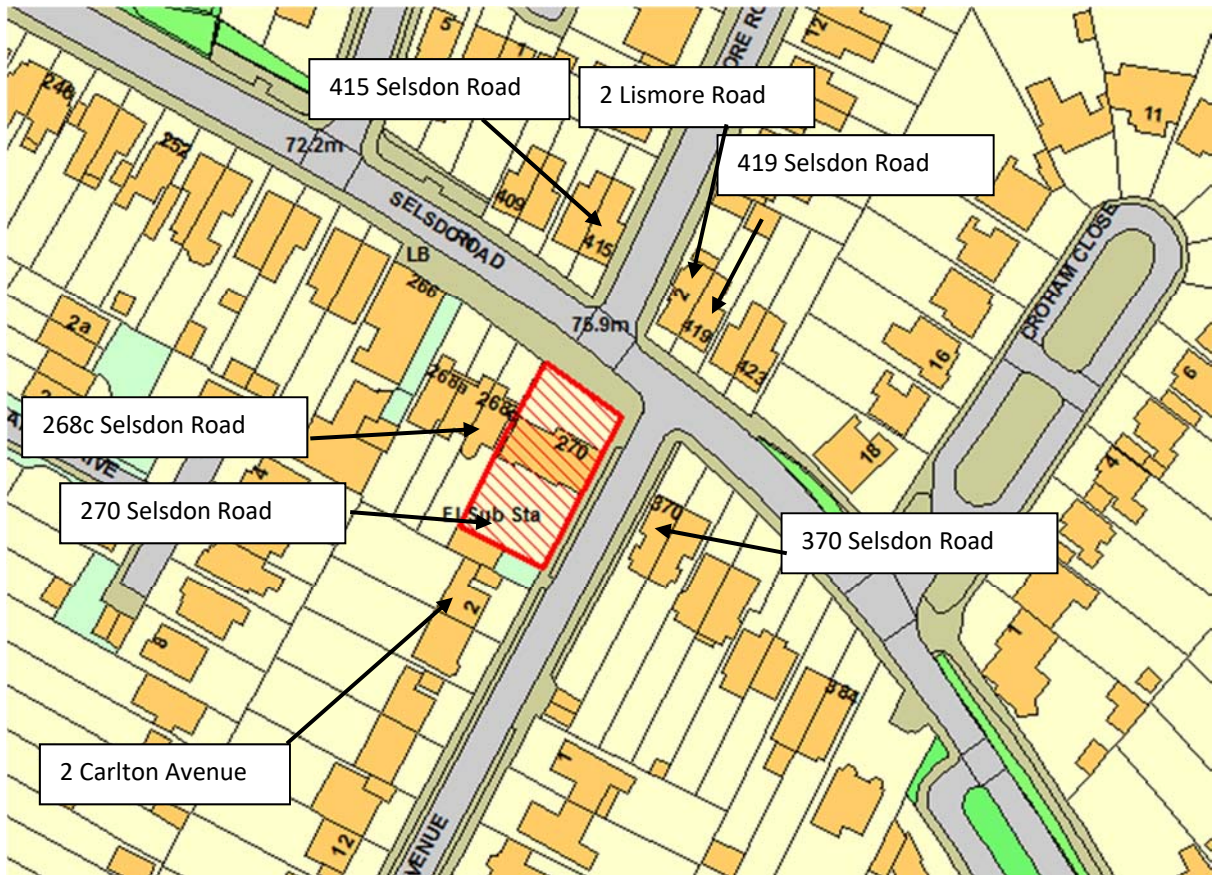


Figure 9: Surrounding neighbours

8.37 268c Selsdon Road is situated immediately to the west and forms the end of a terrace of properties. Due to the topography of the area, this neighbouring property sits marginally lower than the development site.

8.38 The proposed development will bring the built form closer to the boundary with this property, with a separation distance of 1.7 metres between elevations at ground and first floor, above which the building steps away from the boundary. The proposed building line will bring the development in front of the principal elevation of this property by approximately 1.2 metres at its closest point. The staggered rear elevation means that the closest built form does not extend past the rear of 268c. As shown on Figure 8 below, the built form which does extend towards the rear of the plot and way beyond the rear of 268c is approximately 5.8 metres away from the boundary and is not considered to harm amenity to a degree that warrants refusal.



Figure 10: Footprint of proposed and 20/00497/FUL dashed in red.

- 8.39 A Daylight and Sunlight Report has been submitted with the application to assess the impact of the proposed in this regard.
- 8.40 The Vertical Sky Component (VSC) assessment measures the amount of sky visible from the centre point of a window. In this instance, the windows on the rear elevation were all found to exceed the minimum requirements as per the BRE guidelines indicating a 'negligible' impact.
- 8.41 It is noted that 268c Selsdon Road contains a first floor side window which faces onto the development site. This was not included within the Daylight and Sunlight Report as it serves a stairwell and as such, is not a habitable window and not required to be considered within the assessment.
- 8.42 The Annual Probably Sunlight Hours (APSH) measures the amount of direct sunlight available to a given surface. All windows meet the minimum hours required both annually and in the winter months and meet the BRE guidelines on this basis.
- 8.43 In order to protect privacy, the only window on the western elevation serves a hallway to Flat 9. As this top floor is set back considerably from the footprint below, there are no overlooking or privacy concerns in this regard. The balcony serving Flat 6 on the second floor projects in a north west direction and will not

result in any overlooking to the protected private amenity space of this neighbouring property.

- 8.44 The proposed communal landscaping and play area is situated along the boundary with 268c Selsdon Road, which is currently used as the garden area for the neighbouring property. As both the development site and number 268c are currently in residential use and are located within a residential area, the use of this space is not considered to generate noise which would disturb or harm amenity.
- 8.45 Number 370 Selsdon Road is former dwellinghouse, which has been converted to form three flats. It is situated to the east of the site and separated by Carlton Road which runs along its western boundary. Although the main flank elevation to the dwelling does not contain any windows, various windows exist on the flank of the outrigger and the dormer window, all of which according to the planning history, serve habitable rooms.
- 8.46 Numerous windows are proposed to the eastern flank of the development however many are not in direct alignment with those on 370. Those that are in alignment are a minimum of 21.5 metres away and separated by a public highway. As such, overlooking is not considered to be harmful.
- 8.47 Number 2 Carlton Avenue is situated to the south of the site, separated by the substation. This property has a detached single garage along its northern boundary, which results in a separation distance of approximately 10.7 meters between the flank elevation of this property and the ground and first floor of the proposed. As the second floor steps away, this would increase the separation distance further.
- 8.48 Using BRE guidelines, all windows on the side flank of 2 Carlton Avenue meet the minimum requirements demonstrating a 'negligible' impact. As BRE guidance states that only windows which face within 90 degrees of due south need to be assessed under APSH, this test was not necessary for this property.
- 8.49 Section 2.9.16 of the SDG (2019) discusses the acceptability of buildings at oblique angles to each other, confirming that windows on rear elevations that do not face each other (at angles to one another) are not considered to result in direct overlooking. Nonetheless the building has been designed so that there are no windows proposed to the two/three storey element which extends closest to the southern boundary. Windows are proposed elsewhere on the southern elevation however at an oblique distance of over 20 metres away (Shown on figure below), are not considered to result in overlooking to a degree which would warrant refusal.



Figure 11: Plan showing distance of windows to neighbouring properties

8.50 A third party comment was received highlighting that the proposal breached the '18 metre rule'. As detailed within the Suburban Design Guide, this specifically relates to distances between the rear elevations of a proposal and existing developments. In this instance, the rear of the proposed does not back onto the rear of another house and the 'rule' is not relevant.

8.51 2 Lismore Road and 412 Selsdon Road are situated to the north of the development site and on the opposite side of Selsdon Road. Due to the presence of the highway, the facing elevations of these properties are approximately 23 meters and 29 meters away respectively. As the site is already in residential use, windows exist which are afforded views of these properties. The proposed development will introduce a larger quantum of openings and in some instances, balconies, however due to the distances involved and the orientation of the properties, the proposal complies with the guidance contained within the SDG

8.52 The site has an existing lawful residential use and is situated within a residential area. The proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and is not considered harmful.

### Conclusion

8.53 The Daylight and Sunlight study confirms that the proposed development complies with BRE guidance and as such, there will be no adverse harm to the neighbouring properties in this regard. The layout and design of the proposal will not result in an unacceptable amount of overlooking or loss of privacy and complies with London Plan (2021) Policy D6, policies DM10.6 and DM10 of the Croydon Local Plan (2018) and the Suburban Design Guide.

## Highways, Parking and Refuse

- 8.54 Policy SP8 of the Local Plan (2018) is in relation to traffic generation, sustainable travelling and parking standards. Local Plan Policy DM30 seeks to ensure that there is an appropriate level of car and cycle parking for developments
- 8.55 The site spans across an area with a PTAL of 1b/2 indicating that it has poor access to public transport. That said, Sanderstead national rail station is approximately 750 meters (as the crow flies) to the south west with South Croydon rail station approximately 900 metres to the north west. The 412 bus route runs along Selsdon Road with stops for the 413 in the vicinity on Carlton Road.
- 8.56 The site is not within a CPZ and currently has two existing crossovers on Selsdon Road, which is a classified (B275) and a 30mph road.
- 8.57 A Transport Statement (RGP dated November 2021) has been submitted in support of the application which suggests that there are no transport planning or highway concerns which should prevent planning permission from being granted. Additional plans have also been submitted showing the appropriate visibility splays for pedestrians and vehicles. The Applicant has noted that the maximum parking standards referenced in the Transport Statement are outdated and reference the 2019 rather than the 2021 London Plan.

### Access and car parking

- 8.58 Pedestrians would be able to access the main building from the pedestrian access on Selsdon Road, which leads to the front entrance, or via the car park. Both of these routes are step free and provide access to the lift or Unit 1 which has been identified as being M4(3) compliant.
- 8.59 The London Plan and Policy DM30 of the Croydon Local Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels.
- 8.60 Table 10.3 of the London Plan gives a maximum of 1.5 car parking spaces to be provided per dwelling in outer London areas with a PTAL of 0-1 and a maximum of 1 space in outer London areas with a PTAL of 2-3. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. Furthermore, the site is within 200 metres of an area with a PTAL of 3. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.



- 8.61 Six (6) parking spaces are proposed (including one accessible). Based on the PTAL requirements, this figure is less than the 7.5 spaces required. In order to consider the impact of this overspill on the surrounding highway network, a parking stress test has been carried out as part of the Transport Assessment.
- 8.62 It is noted that in order to facilitate the new vehicular access on Carlton Avenue, one parking space is required to be removed which has been taken into account in the parking stress calculations. As such, Carlton Avenue has a parking stress of 64% which would reach 76% with 2 overspill cars and the loss of one on street parking space which would be acceptable.
- 8.63 One disabled parking is proposed which meets the standards required by BS:8300 Vol-1 as per policy 6.1 H(5) of the London Plan (2021).
- 8.64 As shown on the Visibility Splay plan (2019/4881/006 Rev E), the new access on Carlton Avenue is able to satisfy pedestrian and vehicular visibility splays. The plans also show the relocation of a lamppost which will require a Section 278 agreement with LBC Highways.
- 8.65 Swept paths for the parking spaces have been provided (using a 4.8m car as required), demonstrating that the spaces are accessible for ingress and egress in forward gear. As such the parking arrangement is acceptable.
- 8.66 Conditions are also required regarding the submission of a Construction Logistics Plan and highways conditions survey of the surrounding footways, carriageway and street furniture prior to the start of any works on site. This would need to be accompanied by photos and a report of any areas which may be of concern.
- 8.67 A number of representations have been received which refer to the parking provision, on street parking and highway safety at the site. In respect to highway safety, all six (6) off-street parking spaces (which will need to adhere to the parking visibility splays and pedestrian sightlines to ensure that safety requirements are adhered to. In compliance with the London Plan, Electric Vehicle Charging Points (EVCP) are proposed which can be secured by way of a condition.

#### Electric Vehicle Charging Point (EVCP) and Car Club

- 8.68 Local Plan Policy SP8.12 outlines that the Council and its partners will enable the delivery of electric vehicle charging infrastructure throughout the borough to improve air quality and decarbonise private transportation over the plan period.
- 8.69 Local Policy SP8.13 continues on to state that new development will be required to contribute to the provision of electric vehicle charging infrastructure, car clubs and car sharing schemes.

8.70 A Section 106 Agreement is required alongside this application to secure £1,500/unit towards improvements to sustainable transport including, but not limited to, on street car clubs with EVCP's as well as EVCP's in general, as per policies in the Local Plan. Furthermore, membership of the car club would also be required for each residential unit for a period of 3 years; this would also be secured via S106 agreement. The applicant has agreed to enter into a legal agreement as such.

#### Cycle provision

8.71 In order to encourage the use of cycling as a primary mode of transport, the redevelopment would be required to provide two (2) short-stay cycle parking spaces and sixteen (16) covered and secure long-stay cycle storage spaces as per Table 10.2 of the London Plan (2021).

8.72 The amended plans now show the cycle store within the footprint of the building which is an acceptable size to accommodate the 16 spaces as required by the London Plan. They will comprise Sheffield stands with overhead racks above. An additional separate, secure lockable adaptable cycle store is proposed to the undercroft. Short stay cycle parking for two bikes is located to the front of the building and is appropriate. Further details of the cycle store (to include electrical sockets within the store) can be secured by condition.

#### Refuse

8.73 Policy D6 of the London Plan (2021) requires new housing to provide adequate and easily accessible storage space that supports the separate collection of dry recyclables and food waste, as well as, residual waste. It is supported locally by Croydon's Waste and Recycling in Planning Policy Document (2018) that requires a flattened development of the proposal's size and arrangement to provide enough bins and bin storage space within the curtilage of the property to handle the approximate 140.0l of food waste, 1100l of recycling waste and 1100l of landfill waste that would be generated by the proposed dwellings on a weekly basis.

8.74 The revised plans have addressed the issues with the refuse store which is now included within the footprint of the building. Appropriate storage facilities are shown which are acceptable. Furthermore, a 10sqm bulky goods area is shown at the front of the building which is accessible from Selsdon Road. This recommendation includes a Waste Storage Management condition designed to secure the provision of the requisite facilities and management procedures.

#### Conclusion

8.75 Officers are satisfied that the scheme would not harm the safety and efficiency of the highway network. It is considered the network and transport impacts associated with the developments on traffic and transport would be negligible and it is unlikely to have a significant impact on highway safety.

### **Trees and Landscaping**

8.76 Local Plan Policy DM28 states that the Council will protect and enhance the borough's trees and hedgerows by not permitting development that would result in the avoidable loss or excessive pruning of preserved trees or hedgerows or those that make a positive contribution to the character of an area. London Plan Policy G6 seeks development to provide a biodiversity net gain and G7 seeks to ensure trees of value are retained.

8.77 An Arboricultural Report (W.J.Kent dated June 2020) was submitted in support of the application. Initial objections were received regarding the impact that the proposed service routes would have on the RPA's of T1, T2 and T3 and as a result, a revised report and tree protection plan has been received confirming that the incoming proposed services will be undertaken / connected outside of the RPA's.

8.78 The submitted plans and method statement included within the report have been considered by the Council and the submitted details are acceptable. This recommendation includes a conditions designed to ensure compliance with the method statement and related plans.

8.79 It is acknowledged that vegetation at the rear of the plot would have to be removed in order to implement the proposed development. However, this loss would not result in the loss of any identified protected habitat or species. Furthermore, the removal of the vehicular access from Selsdon Road would allow for the removal of the existing hardstanding for the front of the plot to be landscaped; making a positive contribution to the visual amenity of the street.

8.80 Additional planting is also proposed to the eastern, western and southern boundaries, specific details of which would be secured by condition to ensure appropriate native planting.

8.81 Details would also be required for the communal amenity area along the western boundary, in order to ensure that this area of outdoor space is a visually attractive and stimulating environment and of the requisite high quality (see figure 12 below).



Figure 12 - Proposed CGI of communal space

## **Biodiversity and Sustainability**

- 8.82 Local Plan Policy DM27 outlines that development proposals should enhance biodiversity across the borough and improve access to nature. This should have no adverse impact on species of animal or plant or their habitat protected under British or European law, highlighted within a local/regional biodiversity action plan, or when the council is presented with evidence that a protected species would be affected.
- 8.83 A Preliminary Ecological Appraisal (David Archer Associates, June 2020) was submitted in support of the application. The survey concludes that existing habitats on site are all of no ecological value, with plants present which are common and widespread within the UK.
- 8.84 The survey also looked at the adjacent substation which it concluded, had at least moderate suitability for roosting bats during the active and hibernation seasons. Mitigation for this is included within the report which includes directing any task lighting used during construction away from this building and also any newly installed bat boxes on site.
- 8.85 Having reviewed the submitted information, officers are satisfied that the information is sufficient to determine the likely impacts of development on designated sites, protected species and priority species & habitats. However, due to the time which has lapsed since the survey was carried out, it is

recommended, as per the report, that a revised survey be conducted. A condition will be added to the permission to secure this.

- 8.86 Croydon Local Plan Policy SP6.3 requires all new build residential development of fewer than 10 units to achieve the national technical standard for energy efficiency in new homes set at a minimum of 19% CO2 reduction beyond Part L of the Building Regulations and requiring new build development to meet a minimum water efficiency standard of 110 litres/person/day. Consequently, it is recommended that conditions be imposed to ensure that the development achieves both requirements.

### **Flood Risk and Sustainable Drainage**

- 8.87 In order for the Council to ensure that development within the borough reduces flood risk and minimises the impact of flooding, Policy DM25 of the Local Plan (2018) requires development proposed within areas at risk of flooding development to incorporate flood resilience and resistant measures into the design, layout and form of buildings to reduce the level of flood risk both on site and elsewhere.
- 8.88 The site is in an area at medium risk of surface water flooding and as such, a Flood Risk Assessment (RGP Design dated June 2020) has been submitted in support of the application.
- 8.89 While the proposed development will increase the hardstanding area of the site, the report confirms that permeable surfacing will be used where possible in order to prevent any increase in the rate of run-off generated by the site. Sustainable Drainage System (SuDS) methods and techniques are proposed in the form of permeable surfacing and a lined ring soakaway along with a maintenance plan to ensure long term performance of the drainage systems. All of these details can be secured by condition.

### **Fire Safety**

- 8.90 Policy D12 of the London Plan (2021) requires all development proposals to achieve the highest standards of fire safety and states that development proposals must identify unobstructed outside spaces for fire appliances to be positioned, incorporate features to reduce risk to life, are constructed appropriately to minimum fire spread, provide means of escape, develop and evacuation strategy, and provide suitable access and equipment for firefighting.
- 8.91 A Fire Risk Assessment has been submitted in support of the application. It confirms that fixed heating installations will be London Plan compliant and that adequate 60 minute fire separation is to be included between parking and residential areas due to the increased risk of combustion. All units will be fully Part B1 compliant with regard to Building Regulations which refer to fire detection

and fire safety. Fire brigade access will be along Carlton Avenue, with a potential secondary parking place along Selsdon Road to the front of the plot. The details provided are sufficient to demonstrate that the development can achieve the highest standards of fire safety and the proposal complies with Policy D12 of the London Plan (2021).

### **Other Matters**

8.92 Representations have raised concerns that local services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

8.93 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.

### **Conclusion**

8.94 The principle of redeveloping and intensifying the residential use on the site is acceptable within this area. The design of the scheme is of an acceptable standard and appropriate in relation to residential amenity, transport, sustainability and ecological matters. Therefore, it is recommended that planning permission be **GRANTED**.