

1.0 APPLICATION DETAILS

Ref: 20/04307/FUL
 Location: 56 West Hill,
 Ward: Selsdon and Addington Village
 Description: Demolition of existing dwelling and erection of 8 residential units in a 3 storey building with associated parking, cycle and refuse storage.
 Drawing Nos: 3352-01a; 3352-07a; 3352-08; 3352-10h; 3352-11c; 3352-12b; 3352-13d; 3352-14c; 3352-15b; 3352-16a; 3352-19a; 3352-20a; 3352-21a; UA/LP1; UA/PP1; UA/PP2; UA/PP3; 19.55-001A
 Agent: Mr James Goldsmith, The Tomei and Mackley Partnership LLP
 Applicant: Phaedon Christodoulou, West Hill Homes Ltd
 Case Officer: Yvette Ralston

	1 bed	2 beds	3 bed	5-bed	TOTAL
Existing	0	0	0	1	1
Proposed (all market housing)	2 (2 x 1b2p)	3 (2 x 2b3p, 1 x 2b4p)	3 (2 x 3b5p, 1 x 3b6p)	0	8

Number of car parking spaces	Number of cycle parking spaces
6	16 long-stay + 2 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
 - Referral from Ward Councillor (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 £12,000 for sustainable transport improvements and enhancements.
 - A financial contribution of £7,500 for new tree planting along the grass verge outside the site on Upper Selsdon Road.
- 2.2 That the Director of Planning and Strategic Transport has 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:

CONDITIONS

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

Pre-commencement conditions

3. Submission of Construction Management Plan and Construction Logistics Plan
4. Condition survey of the highway
5. Materials / details to be submitted
6. Submission of Biodiversity Enhancement Strategy
7. Submission of final SUDS details (percolation testing for soakaways)

Pre-Occupation Conditions

8. Submission of details of refuse and recycling store
9. Reinstatement of 1 vehicle crossover
10. Completion of tree works including the pruning of T16 and T17

Compliance Conditions

11. Submission of details of EVCPs
12. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
13. Provision of cycle parking in accordance with plans
14. Provision of landscaping, play and amenity as shown on plans
15. Development in accordance with accessible homes requirements; one unit to be M4(3) and other M4(2)
16. In accordance with Tree Protection Plan and Arboricultural Impact Assessment
17. In accordance with Ecological Appraisal Recommendations
18. Compliance with energy and water efficiency requirements
19. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative (in relation to condition 3)
7. Refuse and cycle storage Informative (in relation to conditions 8 & 12)
8. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing 2 storey detached dwelling
- Erection of a replacement three storey building comprising 8 flats
- 6 parking spaces on the front forecourt and 16 cycle parking spaces
- Removal of 8 trees (7 on site and 1 off-site) and replacement with 4 new trees plus a financial contributions towards replacement of Council owned trees.
- Communal and private amenity space, play space and hard and soft landscaping

3.2 During the assessment of the application amended plans have been received (uploaded to the website on 22/12/20) and were subject to re-consultation between 04/01/21 and 20/01/21. The amendments included:

- revised materials and removal of mock tudor elements
- amended elevations to include a more prominent front gable and greater articulation to the flank elevations
- windows changed from white upvc to black timber leaded windows with 100mm window reveals
- door to the bin store moved from the front to the side
- amendments to the landscaping scheme and inclusion of play space
- submission of a context and character analysis

3.3 Further to this, a more detailed landscaping plan was received as well as further minor revisions to the elevations (uploaded to the website on 11/03/21) which did not require further re-consultation with residents.



Site and Surroundings

- 3.4 The site is a triangular shaped corner plot at the junction of West Hill and Upper Selsdon Road. Its main frontage is facing the eastern side of West Hill and the site also has a frontage onto Upper Selsdon Road to the north and adjoins the rear gardens of 1-3 Sandhurst Way to the south. The existing property on the site is a traditional suburban style 2 storey detached property with 5 bedrooms in white render with a pitched roof and hung tiles. It has a large triangular shaped rear garden which is bounded by trees on the northern elevation on the grass verge along Upper Selsdon Road. The property has a large front forecourt which is fully tarmacked and has 2 vehicle crossovers. West Hill slopes downwards from north to south so the northwest corner of the site is approximately 2m higher than the southwest corner, and the rear garden slopes downwards from north to south by approximately 1m.
- 3.5 The area is suburban and residential in character, comprising detached properties of varying styles and materials. There is permission for a flatted block of 9 units on the site on the opposite side of the road to the west (444 Selsdon Road).
- 3.6 Croham Hurst Wood lies to the north of the site, on the opposite side of Upper Selsdon Road. This is Metropolitan Open Land, a Site of Nature Conservation Importance, a Site of Special Scientific Interest and a Locally Listed Historic Park and Garden. There is a protected view from the top of the Hurst called the Croydon Panorama but the site does not fall within the panorama. Selsdon Road is a classified road and the site has a PTAL rating of 2 (low). There are a number of trees surrounding the site and some on the site, none of which are protected by TPOs. The site is at very low risk of surface water flooding.



Aerial view of site

Planning History

3.7 Site history is set out below.

Reference	Description	Decision	Date
20/00585/OUT	Outline application for the demolition of existing dwelling and erection of 2/3 storey building comprising 9 units with associated car parking, vehicular access, amenity space, cycle and refuse stores (Access, Layout and Scale only).	Withdrawn	15.04.20
16/01857/P	Demolition of existing building; erection of two/three storey building comprising 2 one, 4 two and 2 three bedroom flats and	Withdrawn	13.06.2016

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.
- The proposal includes a mix of different sized units including 37.5% 3-bed units and provides a decent quality of accommodation and amenity space for residents.
- The design and appearance of the development is of a high quality, and would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the street scene.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The level of parking and impact upon highway safety and efficiency would be acceptable.
- Tree removals are to be mitigated by replacement tree planting/landscaping and financial contribution towards replacement of Council trees, and retained trees on the front forecourt will be protected.

5.0 CONSULTATIONS

Ecology consultant (Place Services)

- 5.1 No objection subject to securing biodiversity mitigation and enhancement measures.
- 5.2 The views of the Planning Service are expressed in the Material Planning Considerations section below.

6.0 LOCAL REPRESENTATION

- 6.1 The application was initially publicised by 11 letters of notification to neighbouring properties and a site notice was displayed. A re-consultation took place between 04/01/21 and 20/01/21.
- 6.2 The number of representations received in response to the two public consultations are as follows. It should be noted that there are instances of multiple / duplicate entries submitted by the same objectors and these have been counted individually. Many of the supporting representations are from outside the borough.
- 6.3 No of individual responses: 285; Objecting: 253; Supporting: 31
- 6.4 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the Material Planning Considerations section of this report.

Objection	Officer comment
<i>Character and design</i>	
Overdevelopment. Massive increase in density, particularly when considered alongside 444 Selsdon Road (permitted) and 1 Sandhurst Way (refused)	Addressed in paragraphs 8.5-8.12 of this report
Out of keeping, fails to respect the local development pattern, dominates the plot, too close to boundaries, overbearing	
Roof design out of proportion with the height of the building	
The site is on a high point of the road which accentuates its height so it will be dominating in the streetscene	
Site is near to Croham Manor Road Conservation Area	
Ugly south elevation. Mean windows on 2 elevations	
Impacts on visual amenity when entering and existing the Hurst and impact on the Croydon Panorama from the viewpoint at the top of the Hurst	
Does not enhance the Fox Farm Estate area	
<i>Highways impacts</i>	
6 car parking spaces for 8 flats insufficient	Addressed in paragraphs 8.34-8.43 of this report

Road is not wide enough for on street parking	
Location on junction raises access and safety issues. The vehicular entrance is closer to the junction than existing which could be dangerous	
<p>Issues with the Transport Assessment:</p> <ul style="list-style-type: none"> - People park in the road to access Croham Hurst or to use the West Hill bus stop into Croydon. This is not picked up in the TA. - Cumulative on-street parking impacts from adjacent developments not considered - It is not a Healthy Streets TA. The site is a 20 minute walk to South Croydon Station and has low PTAL with only 3 buses an hour on the 412 route - The parking survey looks at streets within 250m of the site (not 200m in line with the Lambeth methodology) and the map suggests the area is even larger 	
Plans do not meet minimum cycle parking standards	
No EV charging points	Addressed in paragraphs 8.34-8.43 of this report
Sightlines for vehicular access inadequate and inadequate turning space for the vehicles which will have to reverse out in close proximity to the junction	
<i>Neighbouring amenity impacts</i>	
The site is on sloping ground so will lead to privacy/overlooking impacts on Sandhurst Way, Selsdon Road and Essenden Road from balconies and windows. South elevation will be clearly visible from properties behind on lower ground.	Addressed in paragraphs 8.19-8.24 of this report
Impacts on views of the woods from nearby streets	

Increased noise from residents	It is not considered that noise from the proposed residential use would be out of the ordinary in comparison to other residential uses in the area.
<i>Flooding impacts</i>	
Increased surface water flood risk downhill from the site (Essenden Road flooded in August 2020)	Surface water would be contained within the site with rainwater harvesting tanks and soakaways. Permeable paving would be used on the parking forecourt. A condition would be attached for submission of the final details of the proposed SUDS measures. Addressed in paragraphs 8.45-8.46 of this report.
Loss of green space and increase in impermeable area (by around 100sqm) would have flooding impacts. The soakaways and rainwater harvesting tanks are not shown on plans.	
<i>Impacts on trees and ecology</i>	
Loss of trees	Addressed in paragraphs 8.25 – 8.32 of this report.
Impacts on wildlife	
Fails to respect the sensitive location opposite Croham Hurst Woods SSSI – will be impacted by construction, traffic pollution and increased visitors	
Have seen badgers in and around the property and hear Tawny Owls calling from the trees in the garden of the house. At dusk you can also see bats flying and roosting in the garden trees	
<i>Quality of accommodation</i>	
Flats 3 and 6 do not meet minimum private amenity standards	Addressed in paragraphs 8.13 – 8.18 of this report.
Inadequate communal amenity space	
High level windows on south elevation will not provide good living conditions.	
<i>Other matters</i>	
Adjacent developments at 444 Selsdon Road (approved) and 1 Sandhurst Way (refused) are owned by the same developer. Should be considered as one.	Addressed in paragraph 8.4 of this report
Inadequate waste and recycling provision	Addressed in paragraph 8.44 of this report

There are unsold flats at the south end of West Hill	Noted
Insufficient infrastructure to support increased population (schools, GPs etc)	The development will make a CIL payment to contribute towards infrastructure and services
Not compatible with the rural / peaceful feel of the area	The proposal is for a residential use in a residential area, which is not considered to significantly alter the nature of the area.
Need houses not flats	Flats would contribute to providing a mix of different types of housing to facilitate mixed and balanced communities.
There is a 20m telephone mast in close proximity to the proposed building. Possible RF exposure from such masts is not dealt with in application. Flats 6 and 7 will be very close to the mast.	This is not a planning matter
Covenants on the land from the Whitgift Foundations Fox Farm Estate permit single dwellings only.	This is not a planning matter.

6.5 The following points were raised in the letters of support:

- Provides much needed local housing
- Good use of a large / underutilised site
- Architecture is in keeping with the local vernacular
- There are other similar developments in the area
- Not detrimental to the aesthetics of the area

6.6 The Sanderstead Residents Association objected to the application, raising the following (summarised) concerns:

- 6 car parking spaces is insufficient. In an area of low PTAL and considered alongside 444 Selsdon Road and 1 Sandhurst Way this will create on street parking and danger at the junction.
- Building is dominant and out of proportion and character.
- Roof design is weak; the roof steps down on the south side but the floor levels do not which weakens the appearance.
- The south and north elevations are bland and dominant. The main west elevation is poorly proportioned with some awkward detailing. The tile hanging is a very heavy feature which only serves to emphasise the imposing height of the building.

Officer note: these features have been amended in revised designs

- Proximity of the building to the boundaries (700-900mm) does not fit with the well spaced character of the surrounding area increases the sense of overlooking.
- On the north boundary the building sits much closer to Selsdon Road
- The tree survey states that all trees are Class C or below which is surprising for this area. A second opinion should be sought.
- Demand for family houses in the area whereas the flats are not selling as COVID-19 has shown that people want space both indoors and outdoors.

6.7 Councillor Maria Gatland has objected to the application and referred this application to committee on the following grounds:

- Overdevelopment of the site. Density too high.
- A three storey block of flats is out of keeping with the local area mostly comprised of two storey detached homes. It is ugly in design and too dominant and bulky and in no way enhances the character or street scene.
- Loss of mature trees is unacceptable
- Inadequate parking
- Flooding impacts.

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

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

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

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands

- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling
- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019)
- Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy (2019)
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Design of the proposal and the impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Impacts on trees
- Landscaping
- Impacts on ecology and biodiversity
- Access, parking and highways impacts
- Waste / Recycling Facilities
- Sustainability and Flood Risk

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 SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site to provide a net increase of 7 homes is acceptable.

8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms in order to meet the borough's need for family sized units and ensure that a choice of homes is available in the borough. The proposal provides 3 x 3-bed units (37.5%) in compliance with this target. The existing property on the site is 1 x 5-bed family house, so the proposal would result in a net uplift 2 x family-sized dwellings in compliance with policy DM1.2. In addition, 3 x 2-beds and 2 x 1-beds are proposed, which represents a good mix of different sized dwellings.

8.4 The current proposed scheme at 56 West Hill for 8 units and would not trigger a requirement for affordable housing contributions. Representations have raised the fact that the site to the west (444 Selsdon Road) and the site to the south (1 Sandhurst Way) are being developed by the same developer and it has been suggested that the three sites should be considered as one. 444 Selsdon Road was granted planning permission for 9 units on 24/03/20 (application ref: 19/01838/FUL) and is not adjoining the site so would be considered a separate scheme. 1 Sandhurst Way is directly adjoining the application site to the south and was refused outline planning permission for 13 flats on 25/08/20 (application ref: 20/01061/OUT). This refused scheme proposed inclusion of 50% affordable housing comprising 5x2 beds and 1x3 bed at a 60:40 mix between affordable

rent and intermediate homes, which would be a policy compliant affordable housing offer. It would in theory have been feasible for the developer to have combined the application site with the Sandhurst Way site so that these could be considered together and a greater affordable housing contributions could be secured. However, the Council would not have supported a scheme across the two sites which would lead to an increase in built footprint any greater than is currently proposed, and therefore, for design reasons, it is preferable that the 2 sites remain independent. The current reality is that there is no live planning application on the site at 1 Sandhurst Way and the application site at 56 West Hill does not have capacity to deliver more than 8 units in order to trigger affordable housing contributions. The lack of affordable housing provision, or the fact that this site is being brought forward independently of the Sandhurst Way site, can therefore not be a reason for refusal of this scheme. If a new scheme comes forward on the 1 Sandhurst Way site in the future, the possibility of combining it with this site (without altering the design of the current scheme if it gains a resolution to grant) to secure affordable housing contributions from both could be considered.

Design and impact on the character of the area

- 8.5 The existing building is a traditional suburban 2 storey detached property in white render with a hung tile pitched roof. It does not hold any significant architectural merit and there is no in principle objection to its demolition.
- 8.6 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 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.
- 8.7 The proposed building is 3 storeys in height and provides 3 storeys of accommodation. Local Plan policy DM10.1 seeks to achieve a minimum height of 3 storeys on new developments and the Suburban Design Guide SPD indicates that where surrounding buildings are predominantly detached dwellings of 2 or more storeys, new developments may be 3 storeys with an additional floor contained within the roof space. In addition, the site is a corner plot and a further additional storey and potentially additional mass is encouraged on corner plots. Additional height is not proposed on this corner site and that is considered to be appropriate given that this is not a prominent corner so a marker building would not be supported, and the site is already at an elevated position due to the slope of West Hill so the building appears fairly prominent in the streetscene as proposed. The stepping down of the ridge height to the south to respond to the slope of West Hill gives some height variation, and this along with the high quality design approach and landscaping at the front helps to ensure that the proposed building would not appear obtrusive in the street scene. The proposed height complies with guidance and is supported.
- 8.8 The site is unique in its positioning and shape insofar as it is a large triangular shaped corner plot and the property on the site is the only one in this section of

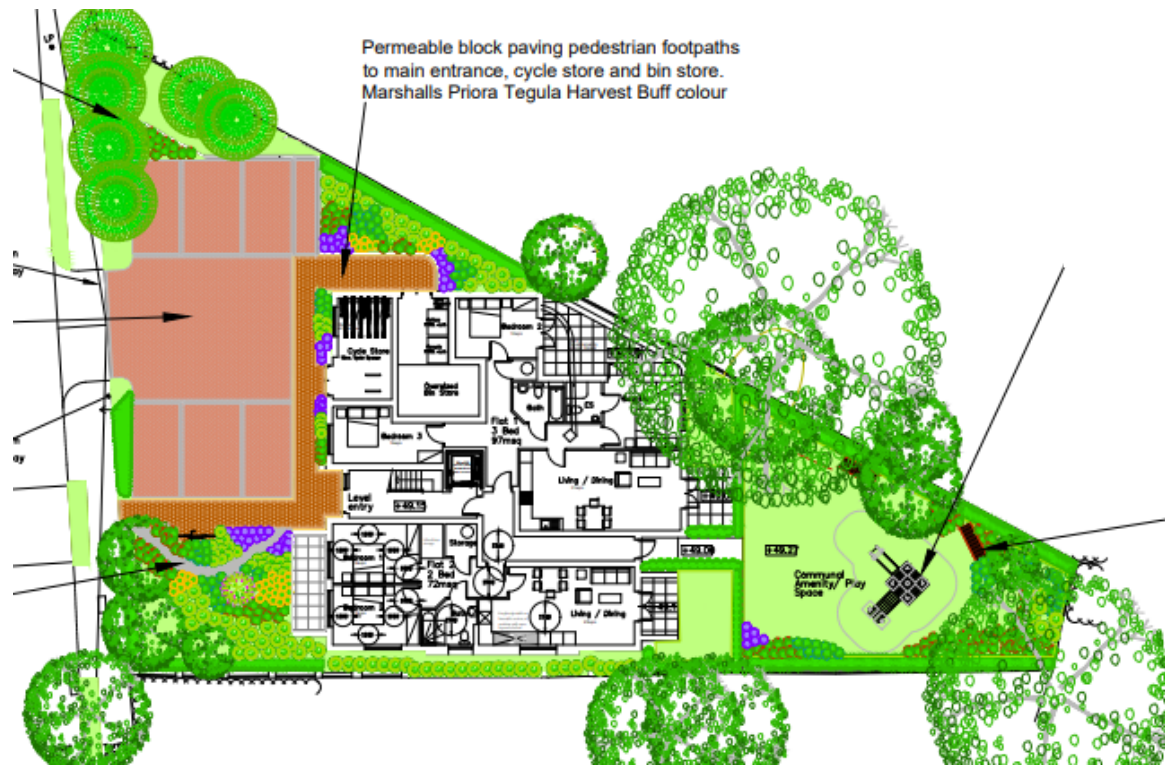
West Hill which has a frontage facing West Hill. There is fencing or hedging along the rest of this stretch of road. The only adjoining properties are to the south fronting Sanderstead Way. The proposal seeks to maintain the existing orientation of the building, facing West Hill, whilst extending the footprint towards the rear (east) to utilise a larger area of the site. The increased footprint is considered to be acceptable given that intensified use of the site is supported and that a high quality design is proposed. The Suburban Design Guide SPD is supportive of additional depth on corner plots along with appropriate stepping of the footprint so that it responds to neighbouring properties. The proposed building responds to the shape of the site with appropriate stepping of the footprint on the north side and due to its corner location does not impact on any neighbouring properties (discussed in greater detail below). Given the unique positioning of the site, there is no breach of any 45 degree lines in plan or elevation.



Extract from Suburban Design Guide SPD Figure 2.14b



- 8.9 The position of the front building line on West Hill is the same as the existing building on the site and is supported. The width of the front elevation of the building is 18m in comparison to the existing width of 17.5m (including the side projection). The stepping of the building on the northern elevation ensures that the building is not overbearing on the Upper Selsdon Road frontage – and there is a tree lined grass verge on this frontage which will be enhanced by a s106 contribution towards replacement Council trees which will offer good screening to the building and acoustic protection from the road. The site slopes downwards towards the south so on the northern side of the site an element of excavation would be required to accommodate the building and amenity spaces. A 2.4m high brick retaining wall would be positioned on the northern elevation and this will be screened by the trees on the grass verge outside the site. The southern elevation, which would be visible from the rear gardens of properties on Sandhurst Way is larger than the existing but given the distance to the properties (around 25m), is not considered to be overbearing. A gap of 1m is retained between the south elevation of the building and the site boundary and this area would be planted.
- 8.10 The design approach is a contemporary reinterpretation. Some character analysis has been undertaken and various features from building in the surrounding area have been referenced, including front facing gable ends, black timber leaded windows and brickwork in varying tones. The ground floor plinth style of the proposed building references the way contrasting materials are used at ground floor level in neighbouring properties. Amendments to the proposed materials palette have been made as part of the assessment to ensure the materials respond appropriately to the surrounding context. Additional details have been added to the side elevations to reduce their dominance, and fenestration alterations have also been made, including window reveals. The main entrance was also enlarged to make it more prominent, and the door to the bin store was moved from the front to the side. As proposed, the design of the building is considered to have a positive impact on the streetscene.
- 8.11 In terms of site layout, the proposal includes 6 car parking spaces on the front forecourt, along with an area of landscaping including 3 new trees. The existing front forecourt is fully paved so the landscaping offers an enhancement to the streetscene. One vehicle crossover will be retained and relocated further to the north and the other will be reinstated. Separate pedestrian access is provided to the main front door adjacent to the landscaped area. The refuse store and bike store are located internally, accessed from the side and the front respectively. There is step free internal access through the building to the shared amenity space and children's play space at the rear.



Proposed site plan (landscaping plan shown as it is easier to read at a small scale)

8.12 The proposal is considered to comply with policies SP4.1 and DM10 as it has an appropriate height, mass and siting on this corner plot and is of a high quality design which is considered to respect and enhance the character of the area and contribute positively to the streetscene.

Quality of Accommodation

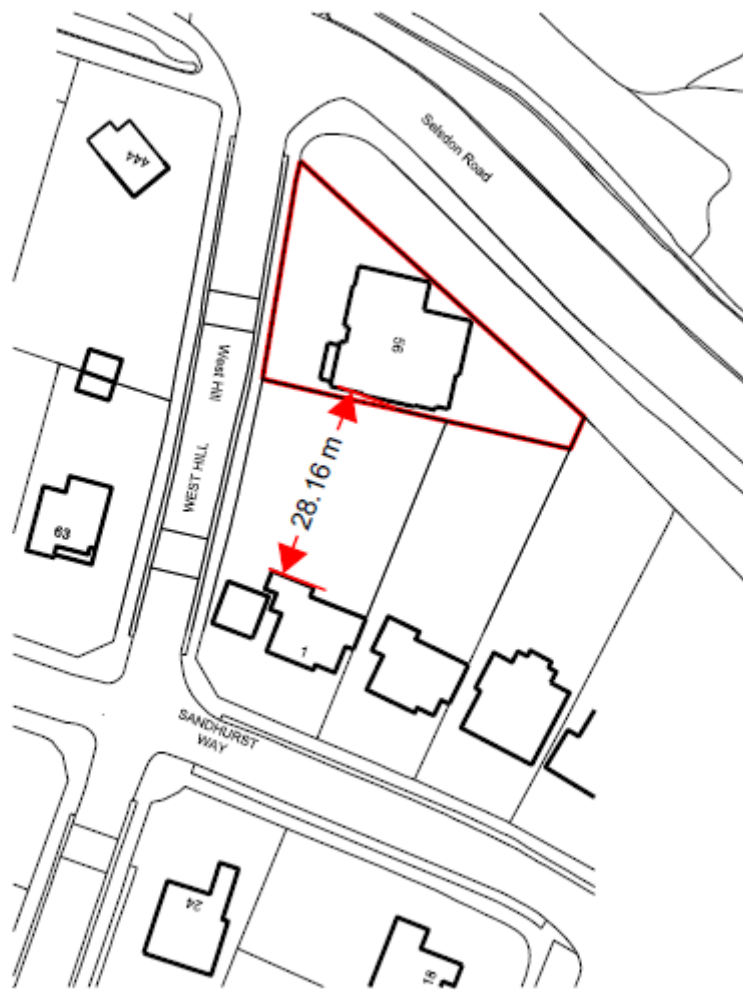
8.13 London Plan policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units exceed the minimum space standards and internal layouts have been well thought with adequate storage space. All proposed units are dual or triple aspect and will receive good levels of light. Where high level windows are proposed on the southern elevation to avoid overlooking to gardens to the south, these habitable rooms are served by other large windows/balconies to ensure adequate light.

8.14 London Plan policy D7 states that 10% of new build housing should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'. Unit 2 on the ground floor (2-bed) is a wheelchair user dwelling, with the appropriate turning circles and adjustments shown on plan. The remaining 90% meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' which requires step free access to all units and the facilities of the site. There is level access to the front entrance and a lift is provided internally. Step-free access to the amenity space and play space is provided via the communal core and there is informal seating proposed in the rear garden. The proposal complies with accessibility requirements.

- 8.15 Policy DM10.4 of the Local Plan requires provision of high quality private amenity space at a minimum of 5sqm per 1-2 person unit and an extra 1sqm per extra occupant thereafter. Private amenity space is provided in the form of private terraces for the ground floor units and balconies for the upper floor units. A number of units have 2 areas of private outdoor space, offering a good quality of accommodation. The ground floor private amenity spaces are screened from the shared communal space by low level privacy screening. Balconies at the front and back are enclosed.
- 8.16 The shared garden is over 140sqm in area and incorporates areas of seating, planting grass and play space. Policy DM10.4 (table 6.2) would require 18sqm of play space for this site, calculated using the Mayor of London's population yield calculator; play space is incorporated in the centre / rear of the shared garden as part of the landscape strategy.
- 8.17 The applicant has provided details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. This matter will be finalised through the Building Regulations regime.
- 8.18 The proposal would provide good quality accommodation for future occupiers internally and externally in accordance with Local Plan Policies SP2 and DM10 and the London Plan policies D6 and D7.

Impacts on Neighbouring Residential Amenity

- 8.19 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels. The nearest residential properties are those adjoining the site to the south at 1 and 2 Sandhurst Way. There are no adjoining properties fronting Upper Selsdon Road to the east.



Proposed site plan showing relationship with neighbouring properties

- 8.20 It is noted above that the developer has previously sought to gain planning permission for redevelopment of 1 Sandhurst Way but this was refused. There is currently no live application to redevelop the site so impacts on the property as existing must be considered. 1 and 2 Sandhurst Way are situated around 28m away, separated by their rear gardens. The proposal includes high level windows on the southern elevation of the building and all rear facing balconies are enclosed so no overlooking concerns are raised towards the gardens or the houses to the south. The proposed building is at a higher land level and therefore the southern flank elevation has the potential to feel overbearing towards 1 Sandhurst Way, however it is considered that the separation distance means that it would not have an unacceptable overbearing impact.
- 8.21 Number 1 Sandhurst Way has a patio at the rear so this space has relatively high amenity value for this property. It is acknowledged that the proposed building would be likely to create an overbearing presence on the rear patio space given that the height of the building is greater than the current property on the site and it would be closer to the boundary. Policy DM10.6c seeks to avoid overlooking of the first 10m of private outdoor space but does not specifically offer protection of rear garden areas so this would not be considered a reason for refusal. There is

a 1m separation distance to the southern boundary and the boundary treatment on the south side involves a wall and fence. There is planting alongside the building on the south side so this space will not be accessible, which will reduce any noise impacts towards the patio space of 1 Sandhurst Way.

- 8.22 As the proposed building is located to the north, there would be negligible impact on daylight and sunlight levels to the properties on sandhurst Way.
- 8.23 The property on the opposite side of West Hill (444 Selsdon Road) to the west has planning permission for demolition and construction of 9 residential units (ref: 19/01838/FUL). Any overlooking towards this property would be across West Hill and there are no concerns in this regard. No amenity impacts are raised to the north or east.
- 8.24 Any potential amenity impacts have been adequately mitigated and the proposal complies with policy DM10.6.

Trees and landscaping

- 8.25 Policy DM10.8 and DM28 seek to retain existing trees and vegetation. There are 18 trees on or around the site and all are classified as category C trees. 7 trees are proposed for removal from the site and 1 from outside the site (8 in total). These include 5 trees in the rear garden (T11-T15 Lleyland Cyprus) which need to be removed to enable provision of a decent communal amenity space and play space for residents, and 2 on the front forecourt (T1 Ornamental Plum and T2 Lleyland Cyprus) to allow for car parking. T10 (Eucalyptus) which was in the rear garden of 1 Sandhurst Way has already been removed.
- 8.26 On the northern boundary along Upper Selsdon Road there are a number of trees and bushes in the grass verge outside of the site. All of these trees are owned by the Council. T16, T17 (Field Maples) and T18 (Sycamore) are assessed within the Tree Report submitted and there are other smaller bushes and some elm trees. All trees along the verge are in poor condition, and this has been agreed by the Council's Trees and Woodlands Officer. The tree report recommends that T16 and T17 are reduced to habitat monoliths due to their impaired condition. At this stage it is proposed to prune T16 and T17 to the boundary and retain the rest of the tree (to be secured by condition prior to occupation to ensure sufficient light in the proposed flats). T18 is in poor condition and heavily ivy clad but is also to be retained at this stage. The elm trees on the verge will eventually succumb to Dutch elm disease. The applicant will make a financial contribution of £7,500 to the Council for replacement tree planting along the verge.
- 8.27 In the front garden there are a group of Lleyland Cyprus (T3-T9) encompassing the north western corner of the site (at the junction between West Hill and Upper Selsdon Road) which are to be retained. A tree protection plan is proposed to ensure these trees are protected during construction and will be conditioned.
- 8.28 A total of 4 new trees are proposed on site, of which 3 are positioned in the front garden and 1 in the rear garden. There would be an overall net loss of 3 trees from within the site, but when considered alongside the financial contribution

towards new Council trees directly outside the site on Upper Selsdon Road, the wider proposed landscaping plan including the new landscaping proposed on the front forecourt, this is appropriate to mitigate their loss and provide enhancements to the area.

- 8.29 Policy 10.8 which requires proposals to incorporate hard and soft landscaping. The landscaping plan includes permeable paving at the front, with a different style of paving shown to demarcate the pedestrian footpaths to the main front entrance and round to the cycle store and bin store. The new landscaped area in the front garden includes various bulbs and the aforementioned new trees, with a gravel path winding through this space to provide an alternative route to the front entrance. In the rear garden, various flowering shrubs and perennials are proposed, with one new tree, grass, timber seating and children's play equipment. Shade tolerant planting is proposed along the southern elevation of the building, between the building and the fence, and similarly in areas on the north side of the site. The proposed landscaping plan has been well thought out and is supported.

Impacts on ecology and biodiversity

- 8.30 A Preliminary Ecology Appraisal and Bat Survey Report (prepared by Elite Ecology, February & August 2020) have been submitted. The Preliminary Ecology Appraisal identifies that no habitats of conservation concern are located on the site itself. Croham Hurst Site of Special Scientific Interest (SSSI), Site of Importance for Nature Conservation (SINCs) and Regionally Important Geological Site (RIG) is located opposite the site. The appraisal has not identified that the development would have any adverse impact on this land.
- 8.31 The building was identified as having a moderate bat roost potential and a bat activity survey carried out on 10th July 2020 (dusk) and 28th July 2020 (dawn) did not find evidence of any bats entering or emerging from the building and concluded that the site is currently not being used by bats for roosting purposes. Foraging and commuting bats were shown to be in the area but in very low numbers. The trees on the site were found to have a negligible potential to support bats and it is recommended that any tree removal take place outside of bird nesting season. Precautionary measures for hedgehogs are also recommended (no hedgehogs were identified on the site). These mitigation measures will be secured by condition.
- 8.32 In terms of site enhancements, it is recommended that bat boxes and bird boxes are included in the proposed development and that a more diverse range of flora is introduced to the site including a native wild meadow, as well as a bumblebee box and bug hotel to attract invertebrates to the site. These enhancements will secure net gains for biodiversity and will be required by condition.

Access, Parking and Highway Safety

- 8.33 The site has a Public Transport Accessibility Level (PTAL) of 1b which indicates very poor access to public transport. Upper Selsdon Road is a bus route. There are no parking or waiting restrictions in proximity to the site.

Access arrangements

- 8.34 The site currently has 2 vehicle crossover located either side of a speed reduction ramp. The proposal is to have one crossover for the site; the crossover to the south would be reinstated and the crossover to the north would be moved 5m further north and widened. There is a separate pedestrian pathway to the main front entrance, located to the south.
- 8.35 The appropriate pedestrian visibility splays can be achieved within the site, and the vehicle visibility splays can also be achieved from the relocated crossover. This is shown on the site plan.
- 8.36 Representations have raised concerns about entering and egressing the site in proximity to the junction. The crossover would be around 20m from the junction and is located just beyond a speed reduction ramp, so vehicles will not be travelling fast in this area, and the appropriate visibility splays are achieved. The access arrangements are not considered to represent a danger to highway safety.

Car parking

- 8.37 In areas of PTAL 1 in outer London, London Plan policy T6 requires up to 1.5 car parking spaces per 1-2 bed unit and up to 1.5 spaces per 3+ bed unit which would equate to a maximum of 12 car parking spaces. 6 car parking spaces are proposed for the 8 flats. It is often not desirable to deliver the maximum amount of parking on site as this can, amongst other things, promote unsustainable travel patterns. The site is located close to the 412 bus route which travels along Selsdon Road and is a 12 minute walk from Sanderstead railway station or a 20 minute walk to South Croydon train station. The London Plan car parking standards are maximums and, given the need to support sustainable travel, the proposal for 6 spaces could be considered to be in compliance with the London Plan. The Council generally seeks 1:1 car parking on suburban sites such as this and anything less than 1:1 should be justified with a parking beat survey.
- 8.38 A parking beat survey has been undertaken in line with Lambeth methodology in order to establish the level of on street parking available in the vicinity. The survey was undertaken overnight on 12th and 13th February. It is noted that the survey submitted refers to the refused development at 1 Sandhurst Way to the south (application ref: 20/01061/OUT, refused 25/08/20) which is adjacent to the application site to the south. Cars would park on the same roads (West Hill, Essenden Road, Beechwood Road, Sandhurst Way, Sandhurst close and Elmfield Way) so this survey can be accepted. The parking stress is found to be around 15% in surrounding roads (202 spaces total, 31 used). Maximum parking stress on West Hill is 17% which is low. When considering cumulative impacts from nearby developments, the adjacent approval at 444 Selsdon Road provides 1:1 car parking so would be unlikely to lead to significant overspill. The survey was deemed acceptable in the refused scheme at 1 Sandhurst Way and it is clear that there is sufficient capacity in the immediately surrounding road network to accommodate overspill car parking from the proposed development (which may be 2 cars if each flat owns 1 car, or up to 6 cars if London Plan maximum standards are used). If a revised scheme comes forward on 1 Sandhurst Way to

the south, it would be important at this stage to consider cumulative impacts of on-street parking on surrounding roads. At this stage, no detrimental impacts on highway safety are identified as a result of the proposal on this site.

- 8.39 Swept paths for the parking spaces are provided (using a 4.8m car as required), demonstrating that the spaces are accessible for ingress and egress in forward gear. 20% active and 80% passive electric vehicle charging points would be provided in line with London Plan requirement. One disabled car parking space is provided with extra width to enable manoeuvring.
- 8.40 A contribution of £12,000 will be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area including on street car clubs with electric vehicle charging points (ECVPs) within the South Croydon / Purley Oaks area as well as general expansion of the EVCP network in the area in line with Local Plan policies SP8.12 and SP8.13. The funding will go towards traffic orders at around £2500, signing, lining of car club bay, EVCP provision including electrics and set up costs for the car club. Every residential unit to be provided with a minimum 3-year membership to a local car club scheme upon 1st occupation of the unit. Funding will also be used for extension and improvements to walking and cycling routes in the area and improvements to local bus stops to support and encourage sustainable methods of transport.
- 8.41 Conditions will be attached to require a condition 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. Given the site's location close to the junction with the classified Upper Selsdon Road a Construction Logistics Plan (CLP) is required. A draft Construction Management Plan has been submitted but this has not been reviewed in detail yet so a final version will be required by condition
- 8.42 The car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.

Cycle parking

- 8.43 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 15 cycle parking spaces for residents plus 2 visitor parking spaces. A total of 16 residents cycle parking spaces is proposed within the internal cycle store which is accessed from the front of the building, plus visitor cycle parking next to the pedestrian access point. Details are acceptable and a condition will be attached to ensure compliance with the approved details.

Waste / Recycling Facilities

- 8.44 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin store is proposed internally, accessed from the northern side of the building. Proposed waste receptacles include 1 x 1100L refuse bin, 1 x 1100L recycling bin and 1 x 140L food recycler. The proposed recycling bin is too small; it should be 1280L rather than 1100L. The proposed refuse store is very large as it also includes space for depositing

bulky waste, so there is ample space for provision of the correct sized refuse containers and details will be required by condition.

Flood Risk and Energy Efficiency

Flood risk

- 8.45 The site is located within an area at very low risk of surface water flooding. The site is also in area where there is potential for groundwater flooding at the surface but there has been no instances of groundwater flooding within the vicinity of the site.
- 8.46 The surface water run off that will be produced as a result of this development will be dealt with through the use of sustainable urban drainage systems (SuDS). The impermeable areas of the site would increase from 390sqm to 507sqm (of a total 876sqm) as a result of the proposed development. All proposed hard standing area will be formed of porous paving. Two rainwater harvesting tanks are proposed and soakaways are also proposed subject to further percolation testing, which will be required by condition. The proposed SUDS strategy is acceptable to manage flood risk on the site and a maintenance strategy is also provided, in line with Local Plan policy DM25 and London Plan policy SI13.

Energy efficiency

- 8.47 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Conclusion

- 8.48 The provision of 8 flats in this location is acceptable in principle. The proposed design, massing, site layout and quality of accommodation is acceptable, with good quality landscaping, shared amenity and play space proposed. Some tree losses are proposed but compensatory planting, landscaping and financial contribution would be provided. Amenity impacts on neighbouring properties are minimal and where present have been successfully mitigated. 6 car parking spaces are proposed and it has been demonstrated that there is sufficient space in the surrounding roads to accommodate overspill car parking. The proposal is also acceptable on ecology, flooding and sustainability grounds.
- 8.49 All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.

Other matters

- 8.50 A Fire Safety Strategy has been submitted as required by policy D12 of the London Plan
- 8.51 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 8.52 All other planning considerations including equalities have been taken into account.