

# 2010

53 Central Road

Worcester Park

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Flatted Development

Design and Access Statement

May 2023

Rev A

**Lytle Associates**  
ARCHITECTS



1.01. View towards application site from Central Road



1.02. View towards application site from Central Road

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2.01. Aerial view of application site.



2.02. Aerial view of application site.

Lytle Associates Architects have been appointed to prepare floor plans, elevations and a design and access statement in support of the redevelopment of the site at 53 Central Road, Worcester Park.

The application site is located along the busy Central Road and south-east of Worcester Park Station. The site extends to 0.04 hectares in size.

The site is conveniently located for local shops and services, with good accessibility to public transport. The site has a PTAL rating of 3, with a bus stop within 25m of the application site. A number of further bus stops are located along Central Road, within walking distance.

The proposals involve retention of the existing ground floor commercial unit and first floor flats with proposed development to the rear of the site to provide 2 new duplex flats. The development includes parking, bin stores and associated entrances and garden spaces for the flats.

The proposals, as outlined in this document, offer the potential to reinvigorate this existing, under-utilised and centrally located site by offering high quality residential units and an improved aesthetic.

The production of the Design and Access Statement has been informed by relevant national and local planning policy. Reference was made to the National Planning Policy Framework (NPPF) which introduced 'a presumption in favour of sustainable development' and also puts pressure on councils to deliver housing targets.

Guidance received from relevant design professionals such as daylighting, overshadowing and sustainability, have helped guide the proposals and supporting reports are included with this application.

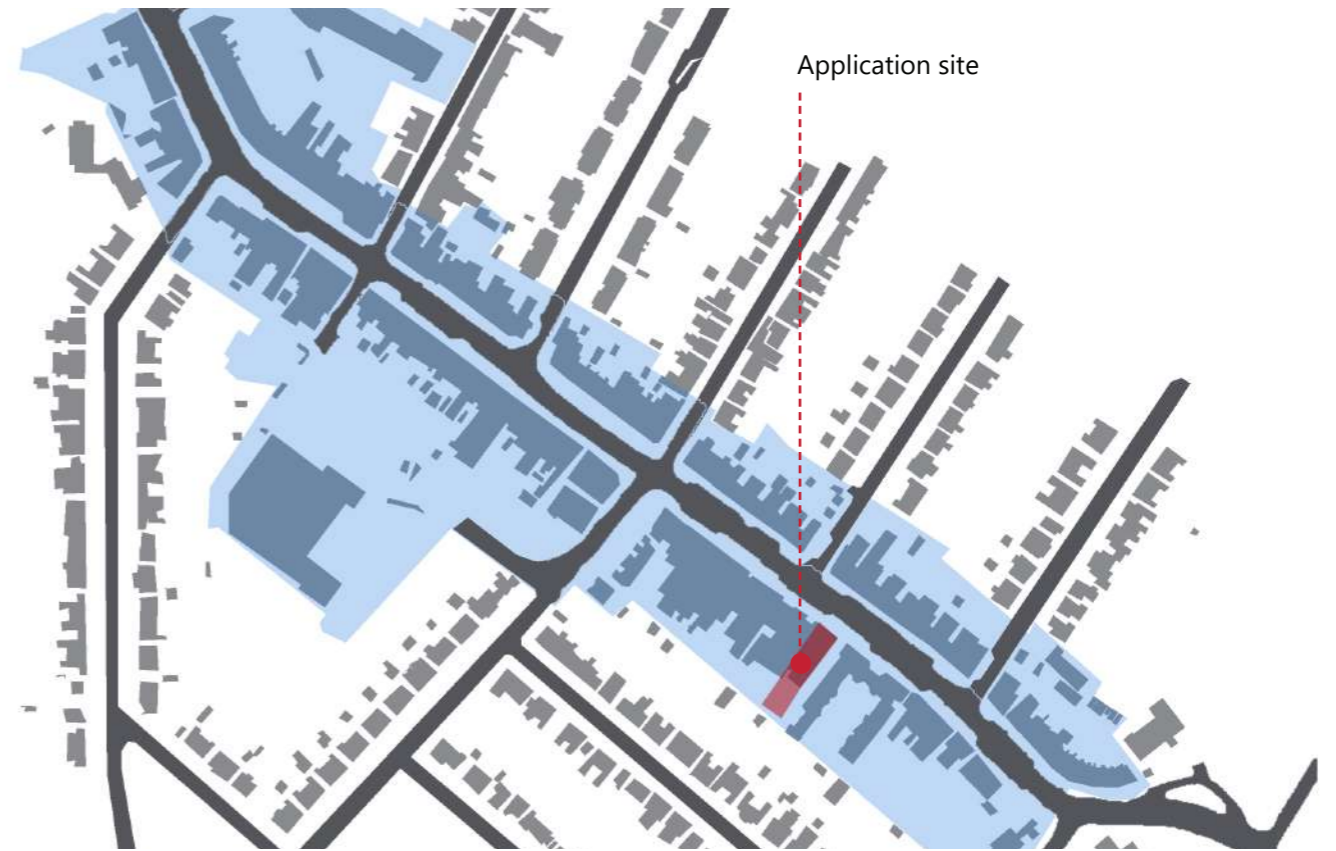
The site has been the subject of previous planning applications and pre-application engagement with the council, which will be explored further in section 3.0 of the report.



2.03 Main access road and shopping frontages

Key:

- Red line demonstrates main Central Road
- Yellow dashed line shows primary shopping frontages
- Purple dashed line shows secondary shopping frontages



2.04 District centre boundary and areas of taller building potential

Key:

- Existing buildings
- Existing roads/street layout
- District centre boundary and area under the Sutton Local Plan of taller building potential



2.05 Area of potential intensification

Key:

 Area under the Sutton Local Plan identified as an area of potential intensification

The proposed site is located along the southern side of Central Road, within the boundary of the district centre. Under the Sutton Local Plan, the frontage along this portion of Central Road has been designated 'Secondary Shopping Frontage'.

The site is located within areas of both taller building potential and an area of potential intensification, as noted under Sutton Local Plan policies.

The application site is bounded to the north-east by Central Road and to the north-west by an adjacent property (a commercial unit with residential above). To the south-west the site is bounded by an access road and fencing to residential gardens and to the south-east a flatted development extends the length of the application site.

Vehicular and pedestrian site access is off Central Road, with the access road extending along the south-east boundary of the site leading to an area of car parking to the rear.



2.06. Surrounding context - view of Central Road



2.07. Surrounding context - view of Central Road



2.08. View towards site frontage and access off Central Road



2.09. View towards application site fronting Central Road



2.10 Existing building on the application site



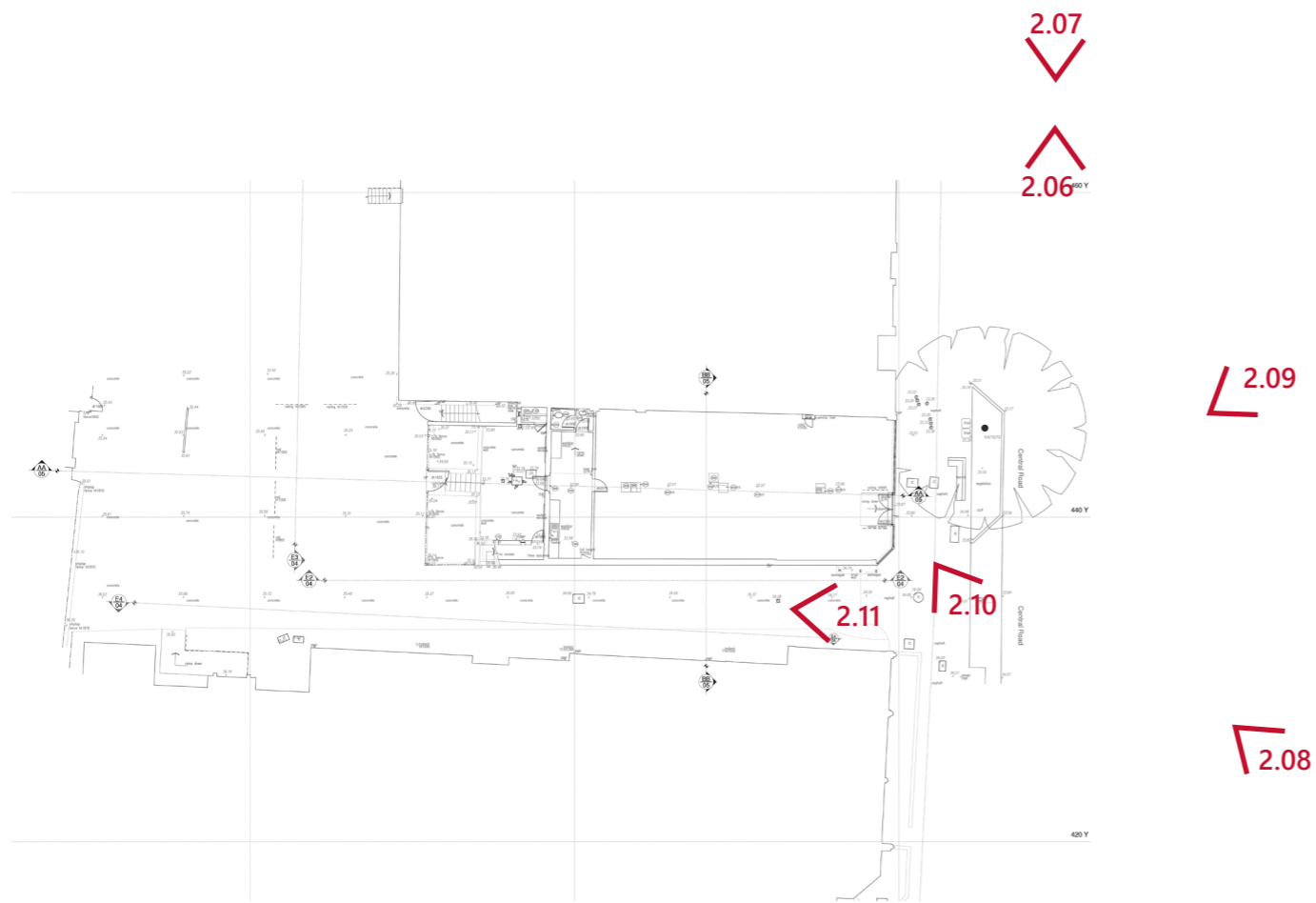
2.11 View from access road from Central Road to the south of the site



The area surrounding the application site is of mixed use, with units fronting Central Road consisting of primarily commercial or office premises, some with residential units above. Buildings range from two to four storeys in height, with a high predominance of red brick with some render. There is some tree planting along the road, alongside parking, bus stops and street lighting.

Moving away from this frontage, the area is predominantly residential, with a range of different architectural styles present. Residential homes range between one and two storeys in height with a mix of materials present.

The surrounding streets feature mainly semi-detached and detached homes, in medium sized plots. Closer to the site, there are flatted developments located both adjacent to the site and also existing flats located above commercial units fronting Central Road.



key



2.12. View to the rear of the existing building from the south of the site



2.13 Adjacent residential units



2.14 View towards rear of the site and existing car parking



2.15 View of existing building yard



2.16. Existing roof access to adjacent residential units



2.17. Rooftop view towards existing residential units on the site

The existing building is two storeys in height, with the ground floor occupied by an existing commercial premises. The first floor contains two residential units. The front and first floor side elevation are red brick, with feature header courses and architectural detailing. The ground floor side elevation and rear elevation features cream render.

To the rear of the site is a large expanse of concrete forecourt, used for car parking. Bin stores and rear access to the commercial unit is located within a fenced off area. This is largely underutilised.

Access to the residential units on the first floor is achieved via a brick stair to the rear of the property. This provides access to a large roof deck from where access is possible to two dwellings. The dwellings have a limited area of outdoor space.

To the north west a metal stair (image 2.16) leads to a lower level of the adjacent building, providing access to further residential properties. This access will need to be maintained as part of the redevelopment.



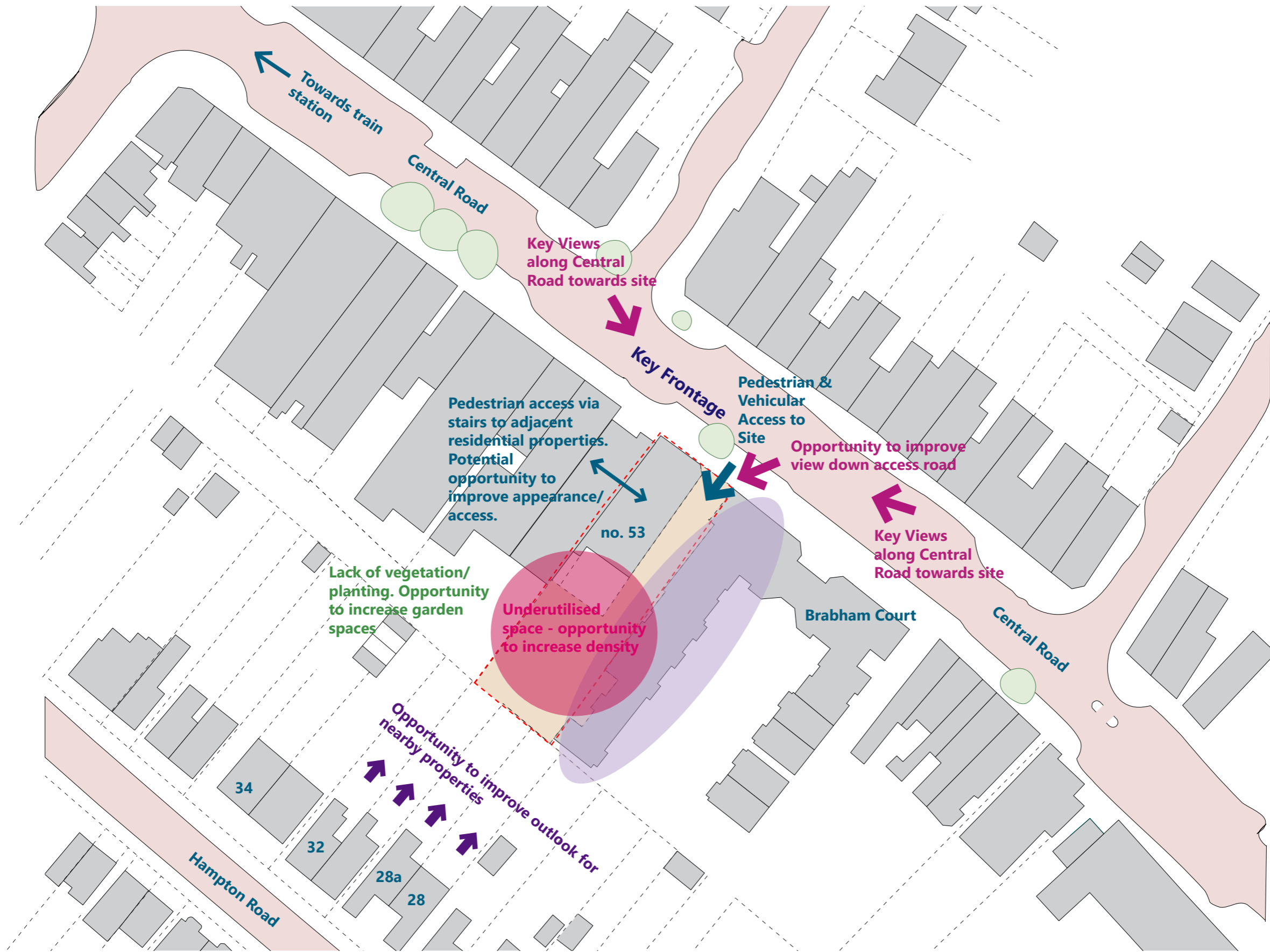
key



2.18. Site constraints diagram

The site analysis has identified the following key constraints:

- The prominent frontage along Central Road will form a key part in the local street scene. Constraints to development include proposing forms, heights and materials which are in keeping with the local character.
- There is a single point of entry into the site off Central Road. This road will need to be retained and some parking provided in line with local planning guidance.
- There is pedestrian access from the rear to two residential properties located on the first floor of the site (above the commercial unit). A stair from the first floor roof deck provides access to further residential units in the neighbouring building. Access to these properties will need to be retained.
- A key constraint is the impact on nearby residential units. The proposals will need to carefully consider overlooking, privacy and overshadowing, both to adjacent units and between the proposed new flats within the development.



2.19 Site opportunities diagram

The site analysis has identified the following key opportunities:

- The site is located within an area identified in the Sutton Local Plan as having potential for taller buildings and for intensification. There is therefore a good opportunity to redevelop the site and to add additional residential units.

- The rear elevations of the existing building have little architectural merit and the southern end of the application site is visually unappealing. The redevelopment provides opportunity to improve the aesthetics of the site and improve the visual outlook of nearby and adjacent properties. There is also potential to relocate bin stores to screened areas, improving the aesthetics of the site.

- The site is lacking in green space and the development provides opportunity for improvement through the provision of private or public garden spaces and soft planting.

- The existing rear area of the site is dominated by car parking. There is scope to promote more sustainable methods of transport in the provision of new, secure cycle storage within the new development.



3.01 View towards neighbouring site 55-59 Central Road, which gained planning approval in 2019 for development.





3.02. View towards adjacent flatted development (Brabhan Court).

### Planning History

The application site has been the subject of three planning applications in recent years. The local council has also been consulted in two pre-application submissions.

The neighbouring site of 55-59 Central Road was the subject of an application that was granted planning permission in 2019. This permission has now elapsed and has therefore not been considered in the proposals.

This section of the report will investigate the relevant applications and identify key planning policies relevant to our proposals.

The applications are as follows:

**A2009/61161/FUL**      **53 Central Road**

Demolition of retail shop and residential accommodation and erection of a part three part four storey building with basement to provide retail shop on ground and basement levels with five 1-bedroomed, two 2-bedroomed and two 3-bedroomed self contained flats over, together with garage parking for six cars, eighteen cycle spaces, refuse and recycling facilities.

**DM2020/01848**      **53 Central Road**

Erection of a 3 storey building to rear comprising 5 new residential units, cycle parking, refuse & recycle storage and associated works.

**DM2022/00047**      **53 Central Road**

Erection of three storey building providing a link to the front of the existing building to comprise 5 new residential units, retention of existing ground floor commercial unit and extension of existing units to two flats. Works to include car parking, cycle stores, refuse stores and associated external access stairs and landscaping.



3.03. Proposed front elevation of application A2009/6116/FUL



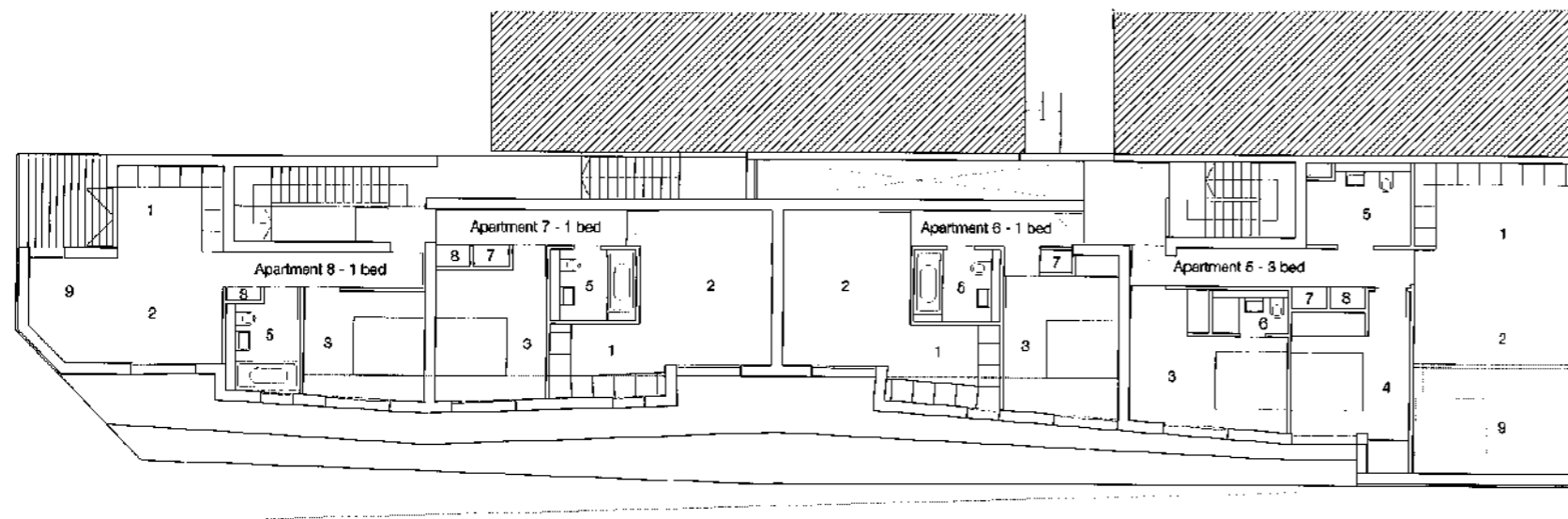
Application Ref: A2009/6116/FUL

DRDH Architects submitted a scheme in 2009 for the complete demolition of the existing retail unit and apartments, followed by the construction of a replacement mixed use building split over three to four storeys.

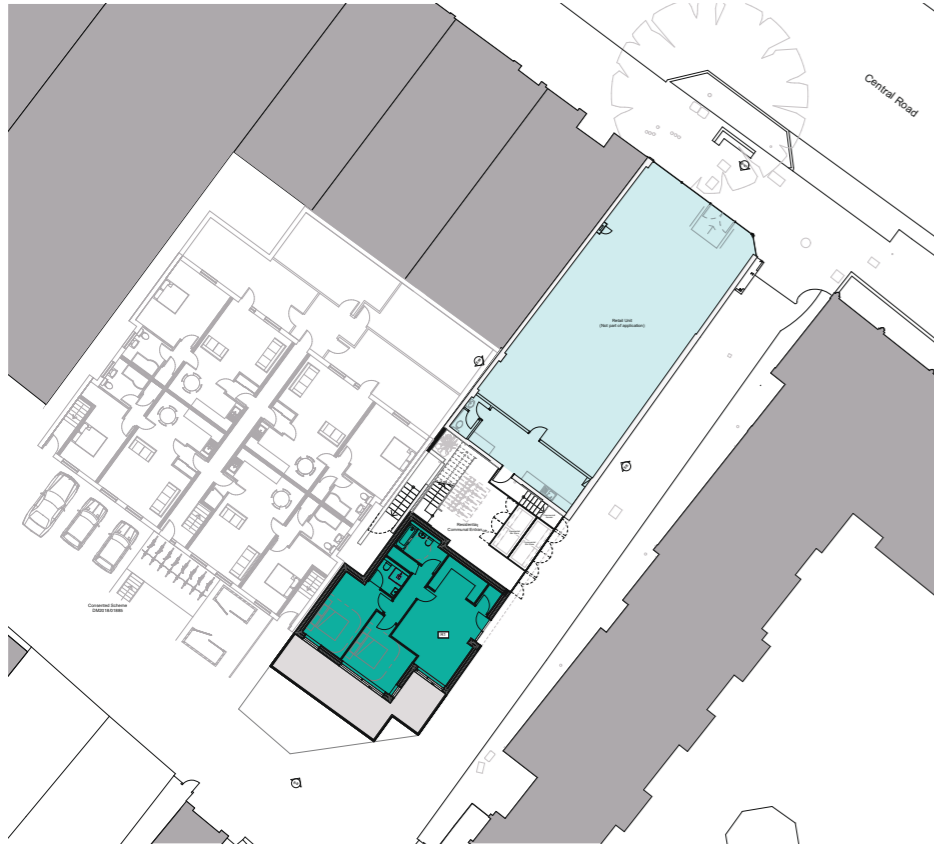
This scheme was refused on the following grounds:

1. The proposed development, due to its height, mass and design would appear overly dominant and visually intrusive within the street scene and would appear incongruous within the terrace row of which it would form a part. As such, the development would harm the character and appearance of the terrace row and the surrounding area.
2. The proposed development, due to its height, mass and proximity to the habitable room windows of the flats to the south-east, would appear overbearing and visually intrusive, thereby harming the amenities of the occupiers of the flats at No.51 Central Road that face the proposed development and the occupiers of 55a Central Road who would also experience a loss of light and outlook.
3. The proposed development, due to the first and second floor flank and rear facing windows and balconies, would result in the unreasonable overlooking between the flats in No.51 Central Road and the proposed building, and the unreasonable overlooking of the rear gardens of the properties to the south west on Hampton Road.

The key issues raised were the scale and bulk in relation to the terrace and street scene, alongside the impact on the amenity of neighbouring buildings due to overlooking from flats and balconies.



3.04-3.05. Floor plan and side elevation of application A2009/6116/FUL



4.4.1 Unit Mix and Area Summary

4.4.2 Schedule of Accommodation

Type	Entrance Level	Unit no.	Bedroom no.	Persons	Hab Room no.	GIA sqm	External Private Amenity sqm	External Communal Amenity sqm
Residential								
	Ground	R1	2	4	3	76	27	39 (Communal entrance)
	First	R2	1	2	2	50	5	78 (Communal terrace)
	First	R3	1	2	2	50	5	-
	Second	R4	1	2	2	50	5	-
	Second	R5	1	2	2	50	5	-
<b>TOTAL</b>		<b>5</b>	<b>6</b>	<b>12</b>	<b>11</b>	<b>276</b>	<b>47</b>	<b>117</b>

Application Ref: DM2020/01848

A scheme prepared by pH+ Architects was refused in February 2021 by Sutton Council.

The scheme proposed the retention of the existing 1 no. 1 bedroom flat and 1 no. 2 bedroom flat, and the construction of 5 new flats (4 no. 1 bedroom flats and 1 no. 2 bedroom flat) to the rear of the site.

The scheme was refused on the following grounds:

1. The proposed development due to its height and associated massing would appear overbearing and incongruous when viewed within its setting to the extent that it would have a detrimental impact on the character and appearance of the site.
2. The proposal would fail to provide an acceptable level of internal space for future occupiers of the four 1-bed flats.
3. The proposed development would fail to provide BRE compliant levels of internal daylight within the living room areas of units R1 and R3.
4. The proposed development would result in harm to the privacy and residential amenity of future occupiers of the proposed ground floor flat (R1) by creating a situation whereby members of the public would be able to gain direct and close range views into the windows that serve the living room and both bedrooms of this unit when passing by the rear of the site.
5. The proposed development would provide an insufficient amount of off-road designated parking.



3.07 Proposed rear visual for application DM2020/01848



3.08 Front elevation visual for application DM2020/01848

In general, a three storey element to the rear of the site was considered acceptable in principle when viewed from Central Road. The contemporary form, flat roof and use of brickwork was considered 'sympathetic' to the host building.

However, the development overall was described as 'dominant' when viewed from the rear and there were significant concerns regarding overlooking and privacy. In particular this related to the balconies to the south-western rear elevation which would impact on the amenity and privacy of 28a and 33 Hampton Road.



3.09 Proposed sketchup model view for submitted application DM2022/00047





3.10 Proposed floor plans for DM2022/00047

Application Ref: DM2022/00047

In 2020, Lytle Associates were appointed to prepare a proposed scheme for the development of the site. A scheme was prepared and submitted in January 2021, taking on board commentary on the previous proposals on the site. This application has since been withdrawn.

The scheme proposed the construction of 5 new residential units split between a new three storey building, and a second floor extension to the existing building. The scheme also included the retention of the existing ground floor commercial unit and extension of two existing flats. Additional works also included car parking, cycle stores, refuse stores and associated external access stairs and landscaping.

Initial feedback from the case officer and consultees was 'broadly supportive of the proposal'

The proposal was however considered to be over development, primarily due to the impact of the alterations to the frontage building, altering the appearance of the existing parade.

A significantly lower scheme than that previously refused was suggested. It was also suggested that any roof terrace areas should be carefully planned to avoid any potential overlooking and loss of privacy to the rear gardens of the properties to the rear of the site.

These comments were carefully considered and a pre-application scheme developed to gain further in-depth feedback from the local authority. This application is a result of the subsequent pre-applications and seeks to address the concerns raised regarding application DM2022/00047.



3.11 Proposed aerial view of pre-application 01 scheme, showing private amenity terrace spaces.



3.12. Aerial view of pre-application 01 scheme



3.13. Aerial view of pre-application 01 scheme



3.14 Proposed floor plans for pre-application 01

Two pre-application submissions have been completed following application DM2022/00047. This section covers the key amendments and discussions as a result of these submissions.

### Pre-application 01

A pre-application was developed in September 2022, to discuss and propose resolutions to concerns raised under DM2022/00047. Key concessions were as follows:

1. The existing frontage building was retained, with the previous second and first storey extensions removed.
2. The rear building was limited to two storeys, reduced in height from three storeys.
3. The rear building was split into two visually distinct duplex units. The duplex nature of the units was used to develop internal courtyards, which created more meaningful areas of amenity space and limited overlooking.
4. The reduced number of units also limited the required scale of development and allowed more space to articulate the form and position fenestration to limit the impacts of overlooking.
5. Parking was consolidated and located at the rear.

Overall the feedback was positive and the reduced number of units, scale, bulk and massing was considered of benefit. Some items for discussion were raised by the case officer, which primarily concerned aspect from bedroom/living spaces and the location and quality of amenity space. It was also advised that given the site's accessibility, 1 car parking space could be removed.

### Pre-application 02

A second pre-application scheme was developed to address the points raised. Key changes were as follows:

1. Relocation of unit 1 amenity space, with provision for screening to ensure privacy. The amenity space for unit 2 was enlarged to increase the separation between the building and communal courtyard, providing better privacy.



3.15 Proposed lightwell and stepped back facade to allow additional daylighting. Introduced in pre-application 02.



3.16 Proposed rear elevation view pre-application 02.



3.17 Proposed rear elevation view pre-application 02.



3.18 Proposed aerial view pre-application 02.



2. One parking space was removed as advised. This also helped to enable better provision of amenity space at ground floor level for unit 1.
3. Living and dining spaces for unit 1 were moved to the ground floor to ensure these connect well with the proposed amenity space.
4. The ground floor bedroom to unit 2 was moved away from the external communal staircase, to improve privacy.
5. The building was stepped back at first floor level on unit 2, to enable additional daylighting to the ground floor bedroom.
6. Allocated areas were provided for bin and cycle stores.
7. Light wells were added to both units to maximise daylighting.

The follow up proposal was submitted in January 2023, with a meeting held in February 2023.

The pre-application advice received was positive, with the formal written response stating, *"It is considered that the design is now acceptable, although high quality materials will be required for the external finishes of the building and that these materials compliment that of the existing building"* and that *"...it is considered that the proposed buildings would respond well to the surroundings."*

The changes made were considered to be an improvement on previous schemes and to address comments previously raised. It was advised that any submission would need to be accompanied with the submission of evidence to demonstrate that reasonable levels of daylighting and outlook can be achieved in both units. As a result, the proposals included within this submission have been developed based on detailed feedback and daylighting analysis. This submission is accompanied by a full report demonstrating suitable daylighting.

### 3.19 Proposed floor plans for pre-application 02

**Table 1 - Minimum gross internal floor areas and storage (m<sup>2</sup>)**

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

3.20 Nationally described space standards.



3.21 The existing development has a lack of cycle storage, which can be addressed in the new proposals

A number of national and local planning documents have been consulted in development of the proposals, including the National Planning Policy Framework, London Plan (2021) and Sutton Local Plan (2018). The most relevant policies to this proposal are as follows:

### Policy 7 Sutton Local Plan- Housing Density

In Policy 7, the council will permit new developments in which the density is suitable to the local area and context. Within areas of potential intensification, the council will seek to secure developments of a density in line with the London Plan density matrix. Based on the site PTAL score, an indicative density in the region of 45 - 170 units per hectare would be considered acceptable.

### Policy 9 Sutton Local Plan - Housing sizes and standards

Under policy 9, the council will ask developments to seek for a minimum of 50% of all dwellings as 3 bedroom or greater, unless it would be unviable or unsuitable. All proposed residential units will be required to meet the internal space standards as set out in the London plan. Requirements are shown in the table left.

In addition, the council will require adequate amenity space to be provided for the dwellings. The Mayor of London's Housing SPG sets a requirement of 5m<sup>2</sup> of private outdoor space per 1-2 bedroom unit, with an additional 1m<sup>2</sup> per additional person.

### Policy 28 Sutton Local Plan - Character and Design

The council will require a high quality of design to any new development. Proposals should respect and respond to local context (including natural features, landscaping and trees), be a suitable scale and massing and respect existing street frontages and streetscenes. All developments should seek to be inclusive and accessible for all.



3.22 Existing residential units on the site with existing windows and amenity space. Privacy, overlooking and overshadowing will need to be carefully considered.





3.23 View towards properties along Hamptons Road. These properties will need to be protected from overlooking and privacy issues.

Proposals should provide suitable high quality public and private spaces, protect important views and not be dominated by vehicle or cycle parking. In addition, policy 28 also requires developments to consider and minimise crime through the proposed design.

Policy 28 also covers areas of taller building potential. There are additional requirements for these developments, which include factors such as including a mix of functions used by the public and protecting the amenity of neighbouring occupiers.

### Policy 29 Sutton Local Plan - Protecting Amenity

Developments will not be approved where there is an adverse impact on future or existing occupiers or adjacent occupiers in terms of overlooking, loss of privacy, overshadowing, noise and disturbance or impacts from traffic.

### Policy 37 of the Sutton Local Plan and Table 10.3 of the London Plan - Parking

For developments with a PTAL rating of 3 in outer London, the London Plan states the maximum parking provision is 0.75 spaces per dwelling. However, the Local Plan also states that town centre locations proposals for limited parking will be favourably considered if this will not result in an increase in on-street parking which might adversely impact traffic, highway safety, residential amenity or the local environment.

The London Plan also sets out standards for cycle parking. This states that the minimum level of cycle parking to be provided is 1 space per 1 bedroom (1 person dwelling), 1.5 spaces per 2 person dwelling, 2 spaces for all other dwellings. 2 Short stay spaces are required for developments between 5 and 40 residential units.