

PART 6: Planning Applications for Decision

Item 6.7

1 APPLICATION DETAILS

Ref: 19/00783/FUL
 Location: 32 Woodmere Avenue Croydon CR0 7PB.
 Ward: Shirley North
 Description: Demolition of the existing property and the erection of a replacement detached two storey building with accommodation in the roofspace, comprising 7 self-contained flats (2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom) with 5 off street car parking spaces, bike store, integrated refuse store and site access.
 Drawing Nos: PP02-00, PP02-01 REV C, PP02-02 REV I, PP02-03 REV F, PP02-05 REV D, PP02-06 REV B, PP02-07 REV C, Arboricultural Impact Assessment and Tree Protection Scheme to BS 5837:2012.
 Applicant: Mr Rob Allen
 Case Officer: Robert Lester

	1b1p	1b2p	2b3p	2b4p	3b4p	3b5p	4b+	Total
Existing						3		1
Proposed	1	1	3		2			7

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
5	12

1.1 This application is being reported to Planning Committee as Cllr Richard Chatterjee (Shirley North Ward) requested that the application be referred. The application has also exceeded the threshold outlined in the Committee Consideration Criteria.

2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission subject to S.106 Agreement, conditions and informatives to secure the following matters:

S.106 Legal Agreement

- 1) Highway works including the closure of the existing access crossover; the removal of the existing street tree outside the site (Maple); the provision of a new access crossover; the making good of any damage to the highway and replacement street tree planting.
- 2) A financial contribution of £2,200 plus VAT to pay for the removal of the existing street tree (Maple) due to the proposed new access. The contribution would be required prior to commencement of the development. The replacement planting

shall be 2x12cm to 14cm trees to the front of the property with the works completed by the Council.

Conditions

- 1) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions.
- 2) Construction Logistics Plan.
- 3) Details/samples of materials.
- 4) Details of hard and soft landscaping and boundary treatment.
- 5) Details of cycle storage facilities.
- 6) Accessible dwellings.
- 7) Obscure glazed windows.
- 8) Details of energy efficiency/renewable energy measures.
- 9) Details of refuse and recycling storage facilities.
- 10) No new side elevation windows.
- 11) No roof terraces/gardens.
- 12) Details of surface water flood risk mitigation measures.
- 13) Tree Protection Measures.
- 14) Commencement of development within three years of consent being granted
- 15) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Advice on Community Infrastructure Levy (CIL)
- 2) Environmental Health Guidance on Noise.
- 3) Environmental Health Guidance on Noise, Sound Insulation and Light Pollution.
- 4) Advice on Party Wall Regulations.
- 5) Advising to engage with highways authority – any damage to highways as a consequence of construction to be made good at the developer's expense
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 This application seeks the proposed demolition of the existing property and the erection of a replacement detached two storey building with accommodation in the roofspace, comprising 7 self-contained flats (2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom) with 5 off street car parking spaces, bike store, integrated refuse store and site access.

Site and Surroundings

- 3.2 The application property is an existing bungalow, situated on the northern side of Woodmere Avenue adjacent to its junction with Pipers Gardens. The site has an access off Woodmere Avenue and off street car parking. The area has a suburban residential character with a mixture of single storey and two storey detached and semi-detached houses set in large plots with front and rear gardens. There is another bungalow to the rear of the site (34 Pipers Gardens). There is a large tree in the rear garden to the north east of the site and another large tree located to the

west of the site adjacent to Pipers Gardens. The site is located close to a bus route on Orchard Avenue to the west. It is also located close to public open space at Shirley Oaks Playing Field.



Planning History

- 3.3 In July 1998, planning permission was granted for the erection of single storey front and rear extensions (LBC Ref 98/00804/P)

In November 2018 the local planning authority received a pre application submission in respect of the proposed demolition of the existing property and the erection of a detached 2 storey building with accommodation in the roof space, comprising of 7 self- contained apartments with 3 off street car parking spaces, bike store and integrated refuse store (LBC Ref 18/05214/PRE). The pre application advice was issued on the 15th November 2018.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate for its setting.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are acceptable and Nationally Described Space Standards.
- The level of parking and impact upon highway safety is considered acceptable.
- Adequate refuse and recycling storage and cycle parking can be provided.
- Sustainability aspects can be controlled by conditions.

5 CONSULTATION RESPONSE

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

5.2 25 letters were sent to neighbouring properties. These properties (and the additional individuals who responded to the first consultation) were also re-consulted on the amended plans. The Monks Orchard Residents Association has also objected to the planning application.

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

No of individual responses: Objecting: 20 Supporting: 0 Comment: 0

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

Summary of objections	Response
Development would be out of keeping with the character of the area in scale and design.	The development would generally harmonise with the layout, height, scale and design of development in the area. Please see paragraphs 7.12-7.17 of the following report for a detailed assessment of the design
Overdevelopment of the site.	
Excessive density of development for this location. No play space shown and lack of communal space	Please see paragraphs 7.2-7.8 of the following report for a detailed assessment of the density.
Loss of family housing to provide flats is not acceptable.	Please see paragraph 7.9 of the following report for a detailed assessment of loss of family housing.
Severe impact on road safety due to increased traffic and on street parking. Particularly as the site is located on a bend in the road and the area already has parking congestion. Manoeuvring would be difficult with vehicles existing in reverse gear	Please see paragraphs 7.30-7.33 of the following report for a detailed assessment of the parking and highway impact. The level of parking (5 spaces for 7 flats) is considered to be acceptable based on the parking standards, car ownership levels and the availability of on street car parking opportunities.
Inadequate parking provision for 7 flats – with PTAL very low and with inevitable parking congestion on street. Car parking should not be provided on the forecourt	
Increased overlooking of neighbouring properties.	The development would not result in material harm to the amenity of neighbouring residents. Please see paragraphs 7.20-7.22 of the following report for a detailed assessment.
Loss of light to neighbouring properties with the scheme not complying with the 45 degree	

angle specified in the Suburban Design Guide. No disabled access to flats	
Impact on security of neighbouring properties.	The development would provide boundary treatment. It would not be possible to access the rear garden via the sides of the proposed building. The development would therefore not increase access to the rear of the site or impact on security.
Impact on local services.	This is a small development and would pay its required Community Infrastructure Levy (CIL) charge – to assist in the delivery of infrastructure.
Increased noise pollution for nearby residents. Refuse storage and bike storage inadequate with storage area more than 20 metres from the street.	The development would not result in noise and disturbance. A Construction Logistics Plan (CLP) would be required by planning condition to mitigate the impact of the construction process on nearby residents.
The plans also show that the car park would be at the front of the building which is contrary to Policy DM10.2.	The car parking on the front hardstanding would not be contrary to policy DM10.2 as it would be screened by soft landscaping and tree planting.

5.5 Cllr Richard Chatterjee has objected to the application on the following grounds:

- The development does not conform to policy DM45 (Shirley) in respect of Homes, where para 11.200 states that growth is to mainly infill with dispersed integration of new homes respecting existing residential character and local distinctiveness. [CASE OFFICER RESPONSE] Policy DM45 (Shirley) states that there is some opportunity for windfall sites will see growth mainly confined to infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness. The proposed development is an infill development following the demolition of the existing building which would adhere to this policy and to CLP Policy SP2 (Homes) and The Croydon Suburban Design Guide (2019).
- The proposed development does not conform to policy DM45 (Shirley) in respect of Character, Heritage and Design, where para 11.202 states that new development will be sensitive to the existing residential character and the wooded hillsides of the place. [CASE OFFICER RESPONSE] The development would comply with policy as it would generally harmonise with the layout, height, scale and design of development in the area. Please see paragraphs 7.12-7.17 of the following report for a detailed assessment of the design.
- The proposed development is non-compliant with the Croydon Plan Policy DM10 and paragraph 6.37 which recognises a need for providing detailed guidance on scale, height, massing and density [CASE OFFICER RESPONSE the Croydon Local Plan 2018 has now been supplemented by The Croydon Suburban Design Guide 2019 which provides detailed guidance on the layout, scale and design of suburban intensification schemes. The development complies with this guidance].
- The proposed development does not comply with prevailing planning policy in respect of intensity of habitable rooms: taking into account local context and character, the design principles and public transport capacity, development should optimise housing output for different types of location within the relevant density

range shown in Density Matrix [CASE OFFICER COMMENT see paragraphs 7.2-7.8 of the following report for a detailed assessment of the density.

- The Croydon Suburban Design Guide (Chapter 2 Suburban Residential Developments) at paragraph 2.11 heights & depths projecting beyond Building Lines at pages 36 & 37 describes a 45° rule for new developments with adjacent properties. However, the proposed development appears to fail to meet the 45° rule on height in relation to the adjacent property at 30 Woodmere Avenue. [CASE OFFICER COMMENT The development adheres to the 45 degree rule (in plan and elevation) in relation to the neighbouring property at 30 Woodmere Avenue in compliance with the Croydon Suburban Design Guide (2019).
- There is insufficient storage space, as none of Units 1 to 7 have any allocated Storage Space for future occupants and is therefore non-compliant to the current adopted London Plan Policy 3.5 (Quality and design of housing developments) - Table 3.3 Minimum Space Standards for new dwellings. [CASE OFFICER COMMENT - This has been resolved in the amended plans].
- Not all the proposed dwellings fully meet the required minimum space standards as required by the current adopted London Plan Policy 3.5 as defined at Table 3.3; Unit 3 has no allocated Private Amenity Space, and Units 6 and 7 do not meet the minimum Private Amenity Space required by the current adopted London Plan Policy 3.5 Minimum Space Standards for New Dwelling. [CASE OFFICER COMMENT - This has been resolved in the amended plans].
- There insufficient parking provision for this locality as 1a PTAL rated locality. [CASE OFFICER COMMENT Please see paragraphs 7.30-7.33 of the following report for a detailed assessment of the parking and highway impact. The level of parking (5 spaces for 7 flats) is considered to be acceptable based on the parking standards and ownership levels in the area].
- There are no provision for electric car charging points. [CASE OFFICER COMMENT The development would provide an electric vehicle charging point in accordance with LP requirements].
- Croydon Local Plan policy DM10 requires proposals to be of high quality and 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; however, this application does not do that. [CASE OFFICER COMMENT - The development would generally harmonise with the layout, height, scale and design of development in the area. Please see paragraphs 7.12-7.17 of the following report for a detailed assessment of the design].
- The proposal provides insufficient amenity space, including insufficient allocation of communal outdoor amenity space. (CASE OFFICER COMMENT: This has been resolved in the amended plans].
- The proposed balconies are on a north facing elevation so do not allow adequate sunlight to potential occupants at balconies of units 3 to 7. [CASE OFFICER COMMENT - It is considered that the balconies, which meet the minimum sizes required, would provide a satisfactory standard of amenity for future residents. The communal garden would be a large communal amenity space which would be soft landscaped and would include a children's play area].
- The Council Refuse & Recycling guidance gives requirements for new developments at Section 4 - Flats with 5 or more units is not complied with, as developers of flats with up to 9 units will require 1100 litres for general waste and, where there is more than one bin within a storage area, a minimum of 150mm clearance around and between each bin within a storage area, with 2 metre clearance in front of each bin to enable it to be accessed and safely moved without needing to move any of the other containers. The proposed development does not

provide this 2 metre clearance in front of the bins to allow safe movement. [CASE OFFICER COMMENT - This has been resolved in the amended plans].

- Policy requires the bin storage access doors to not open outward over a public footway or road, and not to cause any obstruction to other accesses when in an open position, but this proposed development does make the doors open outwards and also obstruct access to the bike sheds. [CASE OFFICER COMMENT - The refuse storage area would have sliding doors to prevent obstruction of the side alleyway]
- All doors and alleys must be at least 2 mere wide to allow for safe manoeuvring of bins yet the access pathway at the refuse store is only about 1.3 metre, with this pathway tapering to 1 metre wide at the south east corner. [CASE OFFICER COMMENT It is acknowledged that the side access has a width of 1.1 m which is wide enough for the collection of the 360ltr bins which are proposed (width 0.6 m and depth 0.88m). The 2 m width access recommended in the Environmental Services guidance is for 1100ltr bins which are not proposed in this scheme].
- The bin storage areas must be located within a specified minimum distance of 20 metres from a point where the collection vehicle can safely stop for loading but the distance in the proposal is approximately 30 metres. [CASE OFFICER COMMENT - This has been resolved in the amended plans].
- The proposed development does not meet Policy DM29 (Promoting sustainable travel and reducing congestion) as it is too distant from public transport. (CASE OFFICER RESPONSE: The development would be provided with adequate car and cycle parking and is within walking distance of bus stops on Orchard Avenue].
- There is insufficient car and cycle parking in the proposed development so does not meet Policy DM30 (Car and cycle parking in new development). [CASE OFFICER COMMENT - The development would be provided with adequate car and cycle parking. Please see paragraphs 7.30-7.34 of the following report for a detailed assessment].

6 RELEVANT PLANNING POLICIES AND GUIDANCE

- 6.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan (2016), he Croydon Local Plan (2018) and the South London Waste Plan (2012).
- 6.2 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. The NPPF identifies a number of key issues for the delivery of sustainable development, including requiring good design that takes the opportunities available for improving the character and quality of an area and the way it functions.
- 6.3 The policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2016 (LP):

- 3.3 - Increasing housing supply.

- 3.4 - Optimising housing potential.
- 3.5 - Quality and design of housing developments.
- 3.6 - Children and young people's play and informal recreation facilities.
- 3.8 - Housing Choice.
- 5.2 - Minimising Carbon Dioxide Emissions.
- 5.3 - Sustainable Design and Construction
- 5.7 - Renewable Energy.
- 5.9 - Overheating and Cooling.
- 5.13 - Sustainable Drainage.
- 5.14 - Water Quality and Wastewater Infrastructure.
- 5.15 - Water Use and Supplies.
- 5.17 - Waste Capacity.
- 6.3 - Assessing Effects of Development on Transport Capacity.
- 6.9 - Cycling.
- 6.11 - Smoothing Traffic Flow and Tackling Congestion.
- 6.12 - Road Network Capacity.
- 6.13 - Parking.
- 7.2 - An Inclusive Environment.
- 7.3 - Designing Out Crime.
- 7.4 - Local Character.
- 7.6 – Architecture.
- 7.13 - Safety, Security and Resilience to Emergency.
- 7.14 - Improving Air Quality.
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 7.21 - Trees and Woodlands.

Croydon Local Plan 2018 (CLP):

- SP1 - The Places of Croydon
- SP2 - Homes.
- DM1 - Housing choice for sustainable communities
- Policy SP4: Urban Design and Local Character
- Policy DM10: Design and character
- Policy DM13: Refuse and recycling
- Policy DM16: Promoting Healthy Communities
- Policy SP6: Environment and Climate Change
- Policy DM23: Development and construction
- Policy DM25: Sustainable Drainage Systems and Reducing Flood Risk
- Policy DM28: Trees
- Policy SP8: Transport and Communication
- Policy DM29: Promoting sustainable travel and reducing congestion
- Policy DM30: Car and cycle parking in new development
- Policy DM45: Shirley

Greater London Authority Supplementary Planning Guidance (SPGs).

- Housing (2016).
- Accessible London: Achieving an Inclusive Environment (October 2014).
- The control of dust and emissions during construction and demolition (July 2014).

- Character and Context (June 2014).
- Sustainable Design and Construction (2014).
- Play and Informal Recreation (September 2012)

Croydon Supplementary Planning Guidance (SPGs).

- Suburban Design Guide Supplementary Planning Document (SPD2)

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that the committee must consider are:

- The principle of development.
- The housing mix.
- The impact on townscape and visual amenity.
- The effect on adjoining residential occupiers.
- The standard of accommodation - residential amenity of future occupiers.
- The transport/highway issues.
- Flooding / drainage.
- Sustainability.
- Refuse and recycling storage.
- Community infrastructure levy.

Principle of Development

- 7.2 Croydon Local Plan (CLP) Policy SP2.1 (Homes) states that in order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of development of new homes provided applications for residential development meet the requirements of Policy SP2 and other applicable policies of the development plan.
- 7.3 SP2.2 (Homes: Quantities and Locations) states that in order to provide a choice of housing for people in Croydon the Council will seek to deliver a minimum of 32,890 homes between 2016 and 2036. This policy goes onto state that 10,060 of these homes will be delivered across the borough on windfall sites and that land should be used efficiently.
- 7.4 London Plan Policy 3.3 (Increasing Housing Supply) states that the Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. London Plan Policy 3.4 (Optimising Housing Potential) states that taking into account local context and character, the design principles in Chapter 7 (of the London Plan) and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2.
- 7.5 The London Plan Housing SPG (2017) states that in appropriate circumstances, it may be acceptable for a particular scheme to exceed the ranges in the density matrix, providing important qualitative concerns are suitably addressed. However, to be supported, schemes which exceed the ranges in the matrix must be of a high design quality and should be tested against considerations including local context and

character, public transport capacity, the location of a site in relation to existing and planned public transport connectivity, social infrastructure provision and other local amenities and services and the need for development to accord with the required housing quality standards.

- 7.6 The Croydon Suburban Design Guide (2019) states that with a growing population there is a necessity to build more homes in Croydon. In Croydon there are a number of low density and suburban locations which have been identified as having the capacity and ability to accommodate additional housing, benefiting new and existing residents. New homes will allow Croydon to provide truly lifetime communities, places where there are homes for people of all ages; first homes, homes for families and homes for down sizers. This allows people to stay in the communities they love through generations. The evolution of the suburbs to provide homes that will meet the needs of a growing population has the potential to add new vitality to the places of Croydon. It must however be recognised that delivering approximately 10,000 homes in the suburban places of Croydon will result in an evolution of the existing character of suburban streets.
- 7.7 The application proposes the demolition of the existing bungalow and the provision of a replacement building containing 7 flats (2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom). The site is located in the Shirley area which is a suburban residential area which is predominantly characterised by detached and semi-detached two storey dwellings and bungalows with gardens. The site IS defined as a windfall site.
- 7.8 The development would increase housing supply and would optimise the housing potential of the site in accordance with CLP Policy SP2 and LP policy 3.3. The density of the development at 116 units per hectare (u/ha) and 350 habitable rooms per hectare (hr/ha) would exceed the recommended density range in the London Plan Table 3.2 which is 50-75u/ha and 150-200 hr/ha. However, the LP states that it is not appropriate to apply Table 3.2 mechanistically and it is necessary to take account of other factors relevant to optimising potential such as the local context and design. The development which would demolish the existing dwelling and replace it with a two storey building with accommodation in the roofspace containing 7 flats would respect the character and amenity of this residential area, would not impact on local amenity and would provide good standard of accommodation for future residents. New development contributes toward local infrastructure through Community Infrastructure Levy (CIL) and new services and infrastructure will be delivered in line with the Infrastructure Delivery Plan (2017). It is therefore considered that the development would comply with LP policy 3.4 and CLP policy SP2. The principle of the pre-application scheme is therefore acceptable, subject to satisfying the objectives of other relevant policies.
- 7.9 The development would result in the loss of a 3 bedroom house smaller than 130 sq. m (as originally built). However, the development proposes two replacement 3 bedroom units in the scheme. Therefore, there would be no conflict with policy DM1.2 (Housing choice for sustainable communities) which seeks to protect small family homes.
- 7.10 It is noted that the development proposes 7 residential units and that no affordable housing provision is required in this scheme in accordance with policy SP2.4 (Homes: Affordable Homes).

Housing Mix

- 7.11 The pre-application scheme proposes 7 flats with a mix of 2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom. The two 3 bed 4 person units would contribute to the 30% family housing strategic target, as set out in Policy SP2.7 (Homes: Mix of Homes by Size).

Townscape and Visual Amenity

- 7.12 The design of the development is assessed against London Plan Policies 7.4 (Local Character) and 7.6 (Architecture) and the Croydon Local Plan Policies SP4 (Urban Design and Local Character) and DM10 (Design and character). The Croydon Suburban Design Guide Supplementary Planning Document (2019) provides detailed guidance on the layout scale and design requirements for suburban residential development.

Siting and Layout

- 7.13 The proposed development would be an infill development following the demolition of the existing bungalow. The replacement building would be sited in a similar position to the existing bungalow but with a larger footprint. The proposed building would project forward of 30 Woodmere Avenue by 1.6 m (2.3 m to the projecting front bays). This would be acceptable as it is only a small projection and it would follow the established curve in the building line on the street, with 38 Woodmere Avenue (to the west) being sited further forward. It is also noted that the existing bungalow is sited 1 m forward of 30 Woodmere Avenue. Towards the rear, the proposed building would project to the rear beyond the rear of 30 Woodmere Avenue by 3.5 m (4.2 m to the rear projecting bay). This would be acceptable and would not intercept the 45 degree angles (in plan and elevation) taken from the nearest habitable room windows on the neighbouring property. This strongly suggest that the scheme would be acceptable in terms of its neighbour relationship, especially as the rear facing gardens of these properties are de north facing and are relatively wide. .
- 7.14 The development proposes a detached building and would provide adequate set back distances from 30 Woodmere Avenue (to the east at 2 - 2.5 metres) with a 4 metres separation with the back edge of the Pipers Gardens pavement. The house on the opposite side of Pipers Garden's would be 17 metres to the west, 34 Pipers Lane is sited 20 metres to the north and 25 Woodmere Avenue is located 37 metres to the south. These visual separation distance would all comply with generally accepted character and appearance parameters.

Height and Scale

- 7.15 The proposed building would match the height of the adjacent dwelling at 30 Woodmere Avenue. The building would be designed as a 2 storey building with a crown roof containing accommodation within a second floor level, thereby effectively providing a 3 storey development. The height of the development would be in-keeping with the general character of this suburban residential area which is mainly characterised by two storey detached and semi-detached dwellings.
- 7.16 The proposed building would be more bulky than typical dwellings in the area, due to the deeper footprint and crown roof design. However, whilst the scale of the proposal

would result in some intensification of development on the site, the proposed development would still be broadly consistent with the height, form and character of development in the area and it is considered that the development would not overdominate the streetscape along Woodmere Avenue or Pipers Garden's.



Detailed Design and Appearance

- 7.17 The development would have a traditional design. The proposal is for a two storey building with a crown roof, with projecting front bay sections which would extend up to roof level with front facing gables and projecting rear bay sections containing balconies at upper floor levels. The building would be constructed from a mix of traditional materials including brick at ground floor level, hanging tiles at first floor level, rendered bay sections, a tiled roof with ridge tiles, brick banding, quoins and upvc windows. Overall, the proposed traditional design approach and materials would harmonise with the character of the area which is characterised by a mix of traditional dwellings of various designs.

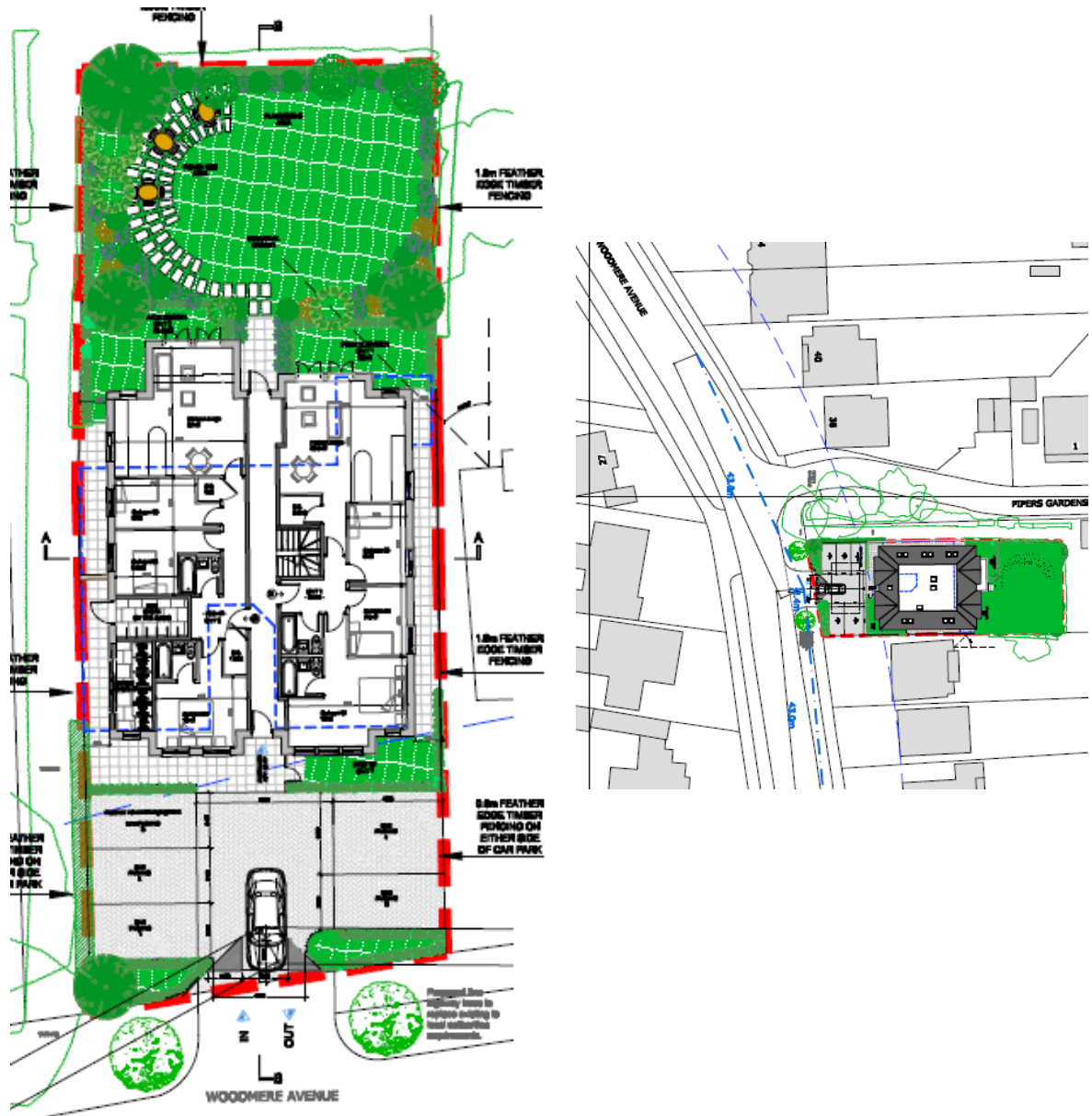


Landscaping/Trees/Boundary Treatment

- 7.18 The development would be enhanced by a hard and soft landscaping scheme. The front parking area would be constructed from permeable hardstanding to provide

adequate drainage. The increase in the area of front hardstanding would not harm the character of the streetscene as it would be screened by soft landscaping on the front and side boundaries. The development also includes a rear garden which would be heavily soft landscaped with planting on the side and rear boundaries and a small children's play area. The ground floor units 1 and 2 would also be provided with landscaped and enclosed terrace areas. Boundary treatment would also be provided with 1.8 m timber fencing around the rear garden and 0.6 m high timber fencing to the side of the front garden area. Further details of hard and soft landscaping would be required by planning condition.

- 7.19 A tree survey to BS 5837 2012 has been submitted with the application. The existing large Oak tree in the rear garden of the site would be retained. The large Larch and Birch trees to the west of the site would also be unaffected by the development. The development proposes that tree protection measures would be installed during the construction process. The new access would require the removal of the existing Maple on the street in front of the site. However, the developer would meet the costs of replacement planting and associated highway works which would be secured by S.106 Agreement. The development would comply with CLP policy DM28 (Trees).



which states that the Council will seek to protect and enhance the borough's woodlands, trees and hedgerows.

Effect on Adjoining Residential Occupiers

- 7.20 London Plan policy 7.6 (Architecture) states that development should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings. Croydon Local Plan Policy DM10.6 (Design and character) states that development should ensure that; the amenity of the occupiers of adjoining buildings are protected; and that they do not result in direct overlooking at close range or habitable rooms in main rear or private elevations; and that they do not result in direct overlooking of private outdoor space (with the exception of communal open space) within 10m perpendicular to the rear elevation of a dwelling; and that does not result in significant loss of existing sunlight or daylight levels of adjoining occupiers.

Daylight and Sunlight

- 7.21 The development would project beyond the rear building line of 30 Woodmere Avenue, but would not intercept the 45 degree angles taken from its habitable rear windows. The small side windows to 30 Woodmere Avenue do not serve habitable rooms. The forward projection of the development is only small and would not be sufficient to impact on light levels. It is therefore considered that the development would not result in a material impact on 30 Woodmere Avenue by reason of loss of light. The other adjacent properties including 34 Pipers Gardens (20 metres), 36 Woodmere Avenue (17 metres), 25 Woodmere Avenue (37 metres) and 1 Pipers Garden's (18 metres obliquely) are sited too far away for the development to result in a material impact by reason of loss of light. Overall, it is considered that the development would not materially impact on nearby properties by reason of loss of daylight and sunlight.

Outlook and Privacy

- 7.22 The separation distances to the neighbouring properties (outlined above) would be sufficient to prevent any material overlooking or loss of privacy. The development would also not result in overlooking of the adjacent dwelling at 30 Woodmere Avenue (2-2.5 metres) which contains non-habitable side elevation windows. The first floor windows on the side (east) elevation would also be obscure glazed to prevent overlooking and the ground floor windows on this elevation would be screened by the 1.8 m side boundary fencing. The first floor windows and balcony on the west side of the proposed building would face west towards 36 Woodmere Avenue. However, this dwelling at no. 36 (17 m to the west) is located on the opposite side of Pipers Garden's and does not contain habitable windows on its side elevation. The development would also not overlook the main part of its garden (to the rear of the dwelling at 36 Woodmere Avenue). The existing trees on the land directly to the west of the site also provide screening between the development and its garden. Overall, it is considered that the development would not result in overlooking or loss of privacy in relation to neighbouring dwellings.

Construction Impact

- 7.23 London Plan policy 7.15 (Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes) states that development should mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development. CLP policy DM23 (Development and Construction) states that the Council will ensure that development, that may be liable to cause pollution through air, noise, dust, or vibration, will not be detrimental to the health, safety and amenity of users of the site or surrounding land and ensuring mitigation measures are put in place to reduce the adverse impacts to acceptable levels.
- 7.24 A Construction Logistics Plan (CLP) would be required by planning condition prior to the commencement to the development to mitigate the impact of dust, noise and disturbance during the construction process and prevent any impact on neighbouring amenity.

Standard of Accommodation - Residential Amenity of Future Occupiers

- 7.25 Croydon Local Plan Policy DM2.8 (Homes: Quality and Standards) requires that all new homes achieve the minimum standards set out in the Mayor of London's Housing Supplementary Planning Guidance and National Technical Standards (2015).
- 7.26 The 2 x 3 bedroom 4 person units at ground floor level (Units 1 & 2) would both have a floorspace over 74 sq. m. The 1 bedroom 1 person unit at first floor level (Unit 3) would have a floorspace over 39 sq. m. The 2 bedroom 3 person unit at first floor level (Unit 4) would have a floorspace over 61 sq. m. The 1 bedroom 2 person unit at first floor level (Unit 5) would have a floorspace over 50 sq. m. The 2 bedroom 3 person units at second floor level (Units 6 & 7) would both have a floorspace over 61 sq. m (with areas of the roof below 1.5 m headroom discounted). All units would also have adequate internal storage which is indicated on the plans (it is noted that storage is not shown for Unit 3 but this unit has a floorspace of 43 sq. m which exceeds the 39 sq. m minimum for a 1 bedroom 1 person unit, therefore it is considered that this unit would have adequate storage space). The proposed flats would therefore all meet the minimum floorspace requirements in the National Technical Standards (2015).
- 7.27 CLP policy DM10 requires that all proposals for new residential development provide private amenity space that is of a high quality design, and enhances and respects the local character; provides functional space, provides a minimum amount of private amenity space of 5m² per 1-2 person unit and an extra 1m² per extra occupant thereafter. When calculating the amount of private and communal open space to be provided, footpaths, driveways, front gardens, vehicle circulation areas, car and cycle parking areas and refuse areas should be excluded.
- 7.28 The amenity terraces for ground floor Units 1 & 2 would exceed 7 sq. m. The balcony for Unit 3 would measure 5 sq. m. The balconies for Units 4 - 7 would measure 6 sq. m. The balconies would all comply with CLP policy DM10 and would provide adequate amenity space for future residents. The development would also have a large rear garden accessed from a central corridor within the building. This would be soft landscaped to provide a good standard of external space for future residents and would also provide children's play space.

- 7.29 The development would provide a satisfactory standard of accommodation for future residents in other respects including the access arrangement, internal layout, floor to ceiling heights and provision of light and outlook. It would allow for level access into the building and ground floor accommodation although the scheme does not include lift access to all floors, in view of practicalities and the effect it would have on scheme deliverability (linked to viability).

Transport/Highway Issues

- 7.30 The site is located in an area with a PTAL level of 1a (on a scale of 1a to 6b), which is considered to be a very poor level of public transport accessibility. The site is not located on a bus route but is close to a bus route on Orchard Avenue to the east of the site. The development would provide 5 off street car parking spaces and bicycle storage is also shown on the plans.

Car Parking

- 7.31 CLP policy DM30 (Car and cycle parking in new development) states that London Plan table 6.2 parking standards should be applied to minor residential development schemes. London Plan table 6.2 states that the maximum parking standards are up to 1.5 spaces per 3 bed unit and less than 1 space per 1-2 bed unit. The maximum parking standard for this development in accordance with London Plan standards is therefore between 5-8 spaces. The development proposes 5 off street car parking spaces which is considered to be a reasonable level of car parking provision in accordance with the standards. The development would not be expected to result in a significant increase in on-street parking in the area. One of the parking spaces would also have an electric vehicle charging point in accordance with London Plan Policy 6.13 (Parking) which requires 20% of spaces to have electric charging.
- 7.32 An examination of census data (2011) for car ownership in the area indicates that the average car ownership associated with flats is 0.52 per dwelling. On that basis, the expected total car ownership for the proposal (rounded to the nearest whole number) would be 4. Accordingly, the proposed level of parking is considered to be acceptable and any overspill parking would be able to be easily accommodated on street.
- 7.33 The front hardstanding would provide a 6 m clear manoeuvring area in front of the parking spaces which would allow vehicles to exit the site in a forward gear.

Cycle Parking

- 7.34 CLP policy DM30 states that London Plan table 6.3 cycle parking standards should be applied to minor residential development schemes. This requires 1 space per 1 bedroom unit and 2 spaces per all other dwelling type. The development therefore requires provision for 13 cycle parking spaces which should be covered and secured. The plans indicate an integral cycle store on the side of the building with an indicated capacity for 12 bicycles. A planning condition has therefore been applied requiring full details of cycle parking prior to the first occupation of the development which shall need to indicate 13 spaces.

New Access

- 7.35 The development proposes the relocation of the site access from the western to central part of the site. The proposed new access would have an acceptable width and adequate visibility splays would be provided. The new access would require the removal of the existing Maple Tree on the street in front of the site. However, the developer would meet the costs of replacement planting and associated highway works which would be secured by S.106 Agreement. The alterations to the access/vehicular crossover and would require the developer to enter into a Section 278 Highways Agreement with the Council.

Flooding / Drainage

- 7.36 London Plan policy 5.13 (Sustainable Drainage) and CLP policies SP6.4 (Environment and Climate Change: Flooding, urban blue corridors and water management) and DM25 (Sustainable Drainage Systems and Reducing Flood Risk) require all new development to utilise sustainable urban drainage systems (SUDS) to reduce surface water run-off and provide water treatment on site.
- 7.37 The site is located in Flood Zone 1 which has a low risk of flooding from rivers and is also not located in an area which has a high risk of flooding from surface water. However, in accordance with CLP policy DM25 sustainable drainage systems are required in all development and should: ensure surface run-off is managed as close to the source as possible; achieve better than greenfield runoff rates; be designed to be multifunctional and incorporate sustainable drainage into landscaping and public realm to provide opportunities to improve amenity and biodiversity and be designed with consideration of future maintenance. The development would provide a permeable front hardstanding and large soft landscaped rear garden to enhance site drainage. However, full details of sustainable drainage measures shall be required by planning condition.

Sustainability

- 7.38 London Plan policies 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design and Construction) and CLP policies SP6.1 (Environment and Climate Change) and SP6.3 (Sustainable design and construction) require new residential development to promote sustainable energy use, and reduce carbon dioxide emissions and water consumption. New-build residential development of fewer than 10 units shall achieve the national technical standard for energy efficiency in new homes (2015). This is set at a minimum of 19% CO₂ reduction beyond the Building Regulations Part L (2013). New-build residential development is also required to meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. No details have been submitted, therefore a planning condition has been applied requiring details of energy efficiency and renewable energy measures in compliance with these policy requirements.

Refuse and Recycling Storage

- 7.39 CLP Policy DM13 (Refuse and recycling) seeks to ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design, the Council will require developments to sensitively integrate refuse and recycling facilities within the building envelope, or, where that is not possible, integrate within the landscape covered facilities that are located behind the building line where they will not be visually intrusive or compromise the provision of shared

amenity space; ensure facilities are visually screened; provide adequate space for the temporary storage of waste (including bulky waste) materials generated by the development; and provide layouts that ensure facilities are safe, conveniently located and easily accessible by occupants, operatives and their vehicles.

- 7.40 The development has been provided with an integral refuse storage area to the side of the building. The Council's Environmental Services department were consulted on this application and this development would be required to provide 3 x 360ltr landfill bins, 2 x 360ltr comingled dry recycling bins and 1 x 140ltr food recycling bin. The refuse storage area would be large enough to accommodate these bins which are also indicated on the submitted plans. The storage area would be conveniently located for future residents and would within the maximum 20m distance from the street for collection purposes. The refuse storage area would have sliding doors to prevent obstruction of the side alleyway. It is acknowledged that the side access has a width of 1.1 m which is wide enough for the collection of the 360ltr bins which are proposed (width 0.6 m and depth 0.88m). The 2 metre width access recommended in the Environmental Services guidance is for 1100ltr bins which are not proposed in this scheme.

Community Infrastructure Levy

- 7.41 The net additional floorspace of the pre-application scheme would be subject to the Community Infrastructure Levy (CIL). The Mayor's CIL funds Crossrail infrastructure while Croydon's CIL funds new local and sub-regional infrastructure to support the development of an area in line with the Infrastructure Delivery Plan.

Conclusion

- 7.42 Overall, the proposed development has been assessed against the relevant development plan policies and other material considerations above and is considered to be acceptable in planning terms. It is therefore recommended that planning permission be Granted with Conditions Subject to Legal Agreement.

8 OTHER MATTERS

- 8.1 All other planning considerations including equalities have been taken into account.