

PART 6: Planning Applications for Decision**Item 6.3****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/02050/FUL
 Location: 9B Haydn Avenue, Purley, CR8 4AG
 Ward: Kenley
 Description: Demolition of existing bungalow. Erection of a 3 storey building with accommodation in the roof space comprising 9 residential apartments with associated parking and landscaping.
 Drawing Nos: 251-D-00-Rev_A, 251-D-02-Rev_A, 251-D-03-Rev_A, 251-D-08-Rev_A, 251-D-09-Rev_A, 251-D-10-Rev_A, 251-D-11-Rev_A, 251-D-12-Rev_A, 251-D-13-Rev_A, 251-D-14-Rev_A, 251-D-15-Rev_B, 251-D-16-Rev_A, 251-D-18-Rev_A, 251-D-19-Rev_A, 251-D-22, 251-D-23, 251-D-24, 251-D-25, 251-D-26, 251-D-27-Rev_A and 251-D-28.
 Applicant: Mr Justin Owens
 Agent:
 Case Officer: Samantha Dixon

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing					1
Proposed flats	2 (1 x 2 person)	6 (2 x 3 person and 4 x 4 person)	1 (1 x 5 person)	0	

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
9	17

- 1.1 This application is being reported to committee because the ward councillor (Councillor Steve O'Connell) and Hartley and District Resident's association (HADRA) have made a representation in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 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. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Details of materials to be submitted

3. Hard and soft landscaping including boundary treatment, retaining walls and maintenance to be submitted
4. Accordance with submitted Arboriculture methodology and tree protection scheme
5. Details of children's playspace to be provided
6. Details (materials, height) of enclosure to bin store to be agreed
7. No additional windows in the flank elevations
8. Obscure glazing to windows in flank elevations at first and second floor if below 1.7m
9. Details of privacy screen to communal walkway to be agreed
10. Car and cycle parking provided as specified
11. Details of electric vehicle charging point to be submitted
12. Construction Logistics Plan to be submitted
13. 19% Carbon reduction
14. 110litre Water usage
15. Details of site specific SuDS to be submitted
16. Flood resistance and resilience measures to be submitted
17. Time limit of 3 years
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Highways works
- 4) Ecology consideration
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:

- Demolition of existing house
- Erection of a four storey building to create 9 residential units including 1 x 3 bed flats, 6 x 2 bed flats and 2 x 1 bed flats.
- Provision of communal external amenity space and children's play space
- Provision of 9 off-street parking spaces
- Provision of associated refuse and cycle stores

- 3.2 During the course of the application amended plans have been received to provide improved and level access to the communal garden through the building, to include the provision of a lift, to improve the internal layout and amenity of the proposed new units and relocate the bin store to ensure ease of collection by operatives.

Site and Surroundings

- 3.3 The site comprises a single storey dwelling set well back from the pavement edge. A detached garage sits at the front of the site and a steep drive leads up to the house. The house is a 1960s/70s bungalow clad in buff stonework and yellow render with a low pitched roof. Due to the topography of the land, the terrace to the rear of the house is set against a 3m retaining wall beyond which lies a long garden leading to the back of the plot.
- 3.4 There are no specific policy constraints at the site. The site lies in an area at low risk of surface water flooding and potential for groundwater flooding to occur below the surface. The site has a PTAL of 1a.



Figure 1: Aerial street view highlighting the proposed site within the surrounding streetscene

Planning History

- 3.4 08/02840/P Excavation of land levels; Erection of conservatory at side and erection of single storey rear extension (Amended Description). Granted 29.09.2008 and implemented.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The scheme is of a high quality design, utilising the contemporary reinterpretation approach the appearance of the development is appropriate, respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.

- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 9 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 38 Objecting: 38 Supporting: 0 Comment: 0

6.2 The neighbours were renotified with regard to the amended plans. The number of further representations received in response to notification and publicity of the application are as follows:

No of individual responses: 3 Objecting: 3 Supporting: 0 Comment: 0

6.3 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>Design and appearance</i>	
Overdevelopment of the site	Addressed in Section 8.15 of this report.
Out of keeping and scale with existing development in the area	Addressed in Section 8.7 – 8.17 of this report.
Flats out of keeping in the area	
<i>Impact on amenities of neighbouring properties</i>	
Loss of light to neighbouring properties	Addressed in Sections 8.25, 8.27, 8.27 and 8.30 of this report.
Overlooking and loss of privacy for neighbours	Addressed in Sections 8.26, 8.28, 8.29 and 8.30 of this report.
Overbearing impact of the plain flank walls	Addressed in Sections 8.25 and 8.27 of this report.

Loss of view from adjacent properties	This is not a material planning consideration
Extra pollution, light and noise disturbance	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
Construction noise, dust and traffic will be harmful to local residents	A condition will be imposed requiring a Construction Logistics Plan to ensure construction noise and dust is not harmful to local residents.
<i>Landscape/Trees</i>	
Loss of trees	Addressed in Sections 8.38 and 8.39 of this report.
Loss of wildlife habitat	Addressed in Sections 8.40 of this report.
<i>Transport and parking</i>	
Inadequate parking provision will cause overspill parking on Haydn Avenue leading to road safety concerns (lack of passing places)	Addressed in Sections 8.31 – 8.35 of this report.
No parking stress survey or Transport Assessment undertaken	The Council's Validation Checklist only requires Transport Assessments for major developments. The local planning authority has enough information to be able to assess the highways impacts of the proposal.
Adverse impact on highway safety. Exacerbate existing traffic problems on Haydn Avenue which is a narrow rat run. Make Haydn Road impassable for emergency and larger vehicles	Addressed in Section 8.35 of this report. You can currently park on both sides of Haydn Avenue. The proposal will not alter the existing access from emergency vehicles.
Inadequate bin storage – how will refuse be collected	Given the change in gradient of the site, the plan have been amended to provide refuse/recycling storage at the front of the site. Addressed in Section 8.37 of this report.
No provision for service vehicles on site or turning points for parking bays	There is no policy requirement to provide space on site for service vehicles. The gap between parking bays is adequate to

	enable vehicles to manoeuvre and access/egress the site in forward gear.
<i>Amenities of future occupiers</i>	
Inadequate light, ventilation, storage space and garden amenity for proposed residents	Addressed in Sections 8.18 – 8.22 of this report.
Inadequate accommodation for those with disabilities. No elevator or designated disabled parking bays. No access to communal garden space	The plans have been amended to include a lift providing step free access to all levels and the communal garden. A designated parking bay is also provided. Addressed in Section 8.21 of this report.
Inadequate pathway from front to rear of site	The plans have been amended to provide a step free internal access through the building to the communal garden.
Only one exit/entrance – what about fire escapes?	There are two entrances to the building. One to the front and one to the rear at first floor level.
No affordable housing provision	This is a minor development and there is no policy requirement for affordable housing.
Need for more family homes not flats. Inadequate family accommodation. Not enough 3 bedroom flats	The proposal would provide 1 x three bedroom unit and 6 x 2 bedroom 4 person units which is an increase in family units over the existing situation.
Who will be responsible for the upkeep of the communal garden	This is a private matter which will be the responsibility of the developer/owner of the building. Not a planning matter. Details of landscape maintenance and management will be required by condition.
Other matters	
Extent of hard surfacing will affect water drainage in the area	Policy DM25 requires all development to incorporate sustainable drainage techniques. A condition will be imposed requiring site specific SuDS to be provided.
Exacerbate existing problems with and overload the sewerage system	This is not a planning matter.

Harm to Metropolitan Green Belt	The site is not located in the Metropolitan Green Belt
Set precedence for other such developments in the road and loss of family houses	There is no objection to the principle of the development. This is a previously-developed brownfield site and the proposal reprovides family housing in accordance with Local Plan policy.
Inadequate services in the area to support high density housing development	The application is CIL liable. Addressed in Section 8.43 of this report.
Devalue existing house prices	This is not a material planning consideration.
Lack of public consultation from the Council regarding this application	Neighbours were notified of the application in accordance with the required national guidelines.

6.4 The following Councillor has made representations:

- Cllr Steve O'Connell (Kenley Ward Councillor) Objecting:
 - Out of character
 - Over development of plot
 - Lack of supporting information

6.5 Hartley and District Resident's Association have objected to the proposal:

- No affordable housing
- Only 1 x 3 bed unit proposed
- No blocks of flats nearby
- Contemporary design, bulk and massing too large, overbearing, out of keeping and out of scale with the area that consist of two storey family houses
- Overdevelopment – significant loss of wildlife habitat and green garden. No ecological survey undertaken
- No parking stress survey or Transport assessment undertaken. No detail of expected trip generation or parking stress or assessment of impacts from overspill vehicles. No visibility splays provided.
- Inadequate parking. No visitor parking or parking from trades people.
- How will bins be safely emptied on collection days? Gradient of access
- No lifts – does not meet M4(2) and M4(3) requirements
- Loss of privacy for neighbours and additional noise
- No Health Impact assessment to comply with Policy DM16
- Not demonstrated private amenity meets the minimum requirements for children's play space
- No daylight study to assess loss of light to side windows of 9A and 11 or their gardens
- No demolition/Construction Logistics Plan submitted

Following points raised in respect of the amended plans:

- All previous comments stand except comments regarding bin store and lifts.
- The contemporary design is ugly
- Bin relocation introduces more hard landscaping and reduction in soft landscaping
- Is a lift shaft now proposed? Not clear from plans.
- Nine additional windows in south and north elevations and extension to the south side will cause a loss of privacy for the neighbouring gardens
- Internal rainwater pipes proposed in a number of corner rooms – not good engineering practice.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, 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), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking

- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Trees, landscaping and ecology
7. Sustainability and environment
8. Other matters

Principle of Development

8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market

Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes significantly increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

- 8.3 This presumption includes Kenley, which is identified in the “Places of Croydon” section of the CLP (2018) as being an area for sustainable growth of the suburbs with some opportunity for windfall sites, with growth mainly confined to infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness. The Croydon Suburban Design Guide (2019) has recently been adopted, which sets out how suburban intensification can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 The application is for a flatted development providing additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m². The existing building on site is a 5 bedroom house but was originally three bed with a floor area of approximately 117sqm. All of the proposed units have floor spaces of less than 130sqm and 1 of the new units would comprise three bedrooms. There would therefore be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2.
- 8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. CLP policy goes on to say that within three years of the adoption of the plan, an element may be substituted by two-bedroom (four person) homes. The application proposes 1 x 3 bedroom unit and 6 x 2 bedroom 4 person units. Overall, the proposal provides a net gain in family accommodation and contributes towards the Councils goal of achieving a strategic target of 30% three bedroom plus homes.

Townscape and Visual Impact

- 8.7 The majority of built form in the immediate surrounding area comprises of detached two storey dwellings on large plots. Further to the south on Haydn Avenue the building type consists of semi-detached properties. The existing dwelling No.9B is itself a 1970/1980s single-storey infill property and is already somewhat of an anomaly in the street scene. The building does not hold any significant architectural merit and therefore there is no objection to its demolition.

- 8.8 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.
- 8.9 The Suburban Design Guide suggests appropriate ways of accommodating intensified development on sites and suggests that where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope below. The proposal is for a three storey building with a fourth floor of accommodation contained in the roofspace, in accordance with this guidance.
- 8.10 The front of the building sits in line with the neighbouring properties thereby retaining the established building line on this side of Haydn Avenue. The existing site slopes significantly from front to rear. In order to maximum the development potential of the site and create an accessible entrance to the site, the scheme proposes excavation to form a gently sloped parking area with the building sitting at a lower ground floor level than the existing. The lower ground floor level has been designed as a separate plinth with 2.5 storeys of accommodation above. Given this design layout, the significant setback of the building from the highway and the soft landscaping opportunities to the front of the site, this level change can be successfully undertaken without harming the established character of the area. The overall resultant ridge height of the proposal sits below that of the neighbouring properties either side.



Figure 2: Plan of proposed frontage within the street scene

- 8.11 The new building is conceived as a contemporary interpretation of the traditional 1920s/1930s gable fronted houses along Haydn Avenue. The building has a double-gabled front elevation with a hipped roof in between. The offset gables and clipped ridge lines re-imagine their forms in a modern manner. The gables successfully break up the massing of the building and create a built form that appears consistent with the prevailing scale along Haydn Avenue. From first floor level the roof form slopes away from the side boundaries which ensures that significant gaps are retained and visible between the buildings on this side of the road.



Figure 3. Visual interpretation of front elevation

- 8.12 The material palette has been chosen to break down and reflect the different elements of the building. The lower ground floor plinth would comprise of a dark brick base rooting the building into the site, the ground floor a red brick and the gables a lighter brick to respect the lighter colour of the render to the nearby properties. The transition between different brick colours echoes the layering of the materials between the different storeys of the traditional houses along the road. The roof would be finished in clay tiles to respect the character of the adjacent buildings.
- 8.13 Owing to the topography of the site, to enable collection, the application has been amended to provide bin storage at the front of the site. It is noted that there is an existing garage at the front of the site in a similar location and other properties in this row have detached garages fronting the street. For this reason, the placing of structures in this location will not significantly harm the visual amenities of the street scene, and soft landscaping is proposed to the front to screen as far as possible.
- 8.14 As well as detached garages, access driveways, forecourt parking and retaining walls to these areas are features commonly found on to this side of Haydn Avenue. The extent of hard surfacing at the front of the site would be increased to provide a parking forecourt. The parking bays have been set back and to the right side of the access a 4 meter buffer has been provided from the highway to provide soft landscaping to visually screen the extent of hard surface within the street scene. As such, the proposal would not have an overly dominant or incongruous impact on the visual amenities of the area.
- 8.15 The building has a greater footprint than the current house however given the layout of the buildings in this row the impact on the appearance of the wider area is not harmfully affected. The building is set in from the side boundaries and the roof slope maintains a visual gap between the plots. Whilst the depth of the proposed built form is significantly more than the adjacent properties, this mass will not be readily apparent from any public vantage points.
- 8.16 The site has a suburban setting with a PTAL rating of 1a and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha)

are appropriate. The proposal would provide 151 hr/ha. The proposal would overall result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.

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

Housing Quality for Future Occupiers

- 8.18 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS). Whilst the majority of units are single aspect, none of the units are north facing. The window/door openings are large to maximise light gain and none of the rooms are exceptionally deep. The plans have been amended to include rooflights in the side slopes to create more light and ventilation to the units at first floor level and windows are also proposed in the roof to benefit the upper most unit. Overall, the quality of proposed internal amenity space is considered acceptable.
- 8.19 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All units have private amenity spaces that meet or exceed the required standards.
- 8.20 A large communal garden (approximately 480sqm) is provided at the rear of the site. As originally proposed, the only access to this garden was to the northern side of the building. This access would have been lengthy for the occupiers and given the site's topography would have meant that there would be no level access to the outdoor space. The plans have been subsequently amended so that access to the garden is through the building. A lift is proposed with external access to the garden provided at first floor level. Approximately 80sqm of the garden is then level to enable this element to be accessible for all occupiers. Owing to the significant changes in topography of the site, the rest of the garden is tiered to increase its usability. A childrens[' play space is shown to be provided within the communal garden space and full details of this area will be secured by condition.
- 8.21 In terms of accessibility, the excavation of the site allows for the parking area to be gently sloped with step free access to the lower ground floor level. A lift has also been introduced. The lower ground floor unit would be a wheelchair user/adaptable dwelling and step free access is provided to the rest of the development and garden. A disabled parking bay is also proposed.
- 8.22 Overall, the development is considered to result in a high quality development including a three bedroom unit and good amount of family accommodating, all with adequate amenities and provides an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.23 The main properties that would be affected by the proposed development are No's.9a and 11 Haydn Avenue, the properties on Highland Road that abut the rear boundary of the site and dwellings on the opposite side of Haydn Avenue.



Fig 4: Proposed Block Plan highlighting the relationship with the adjoining occupiers.

9A Haydn Avenue

- 8.24 This semi-detached dwelling is located to the north of the site. It is approximately 8m from the side boundary and has ground and first floor windows facing the site. Whilst the proposal is significantly deeper within the plot than No.9a, the rear element is stepped and set off the boundary by almost 5m. The development does not encroach over a 45 degree angle from the rear windows of No.9a either horizontally or vertically. Therefore the proposal would not be unduly overbearing or cause an unacceptable loss of outlook from the rear elevation.
- 8.25 No.9a appears to have main habitable windows in its southern side elevation, 8m from the shared boundary. There is a mature tree screen along this boundary. The upper ground floor of the proposed development would be proposed development would be 11m from these windows and then the first floor would pitch away from the boundary. The side elevation is stepped in form. Given the gap and the design of the building, the proposal would not unduly harm the outlook from these windows, be unduly obtrusive or cause any harmful loss of light.
- 8.26 There are no windows proposed that would cause any loss of privacy to No.9a. The proposed upper ground floor windows in the side elevation would face the boundary fence. Rooflights have been introduced at first floor level and if below 1.7m above floor level would be conditioned to be obscurely glazed below. Overall, the impact on No.9a is acceptable.

11 Haydn Avenue

- 8.27 This building is a two storey detached dwelling. There is a garage and outbuilding to the side of the property adjacent to the application site and further outbuildings in the rear garden. The proposed building does not encroach over a 45 degree angle from the rear windows of No.11 either horizontally or vertically. Therefore the proposal

would not be unduly overbearing or cause an unacceptable loss of outlook from the rear elevation and given the orientation of the buildings would cause no loss of light.

- 8.28 There are no windows proposed that would cause any loss of privacy to No.11. The proposed upper ground floor windows in the side elevation would face the boundary fence. The first floor window would be conditioned to be obscurely glazed. The rooflights are high level and would cause no overlooking. The amended plans introduce the access to the communal garden from first floor level and to ensure there is no overlooking from this walkway, a 1.8m high privacy screen is proposed along part of this length. A condition would be imposed to obtain full details of this screen and to ensure it is retained for the duration of the development. With these protection measures, the proposal will cause no harm to the amenity of No.11.

15, 16, 17 Highland Road

- 8.29 These residential properties are located to the rear of the application site, their gardens backing onto the site. The rear gardens of these properties are approximately 30 meters in length. The proposed development is 30 meters from the rear boundary. Given this separation distance, the proposals would cause no undue loss of light, outlook or privacy. There are also existing established garden trees and shrubs along the rear boundary which are to be retained. The neighbours to the rear have commented that the location of the children's play space would cause noise disturbance to these properties. This is an established residential area where it is expected that children will play in rear gardens. The proposed development is no exception to this.

Dwellings on the opposite side of Haydn Avenue

- 8.30 No's 10 and 14 Haydn Avenue are located on the opposite side of the road. Their front elevations are separated by the proposal by over 40 meters. As such the proposal would not cause any harmful loss of light, outlook or privacy to these dwellings.

Access and Parking

- 8.31 The site has a PTAL rating of 1a which means that it has very poor access to public transport links. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit.
- 8.32 It is proposed to create nine vehicular parking spaces off road all from a single access from Haydn Avenue. Car parking demand on the site has been estimated using 2011 Census data which concludes that the proposed development will generate a demand of 8.1 spaces. As such, it is considered that the proposal provides an acceptable amount of parking provision so not to have any adverse impact on the free flow of the highway network.
- 8.33 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP will be conditioned. One disabled bay is shown to be provided for the wheelchair accessible unit.

- 8.34 Access to the parking area would be in a similar position to the existing vehicular access at the site. There is also an existing access for the garage which would be stopped up. Haydn Avenue is a relatively straight road and has good visibility in both directions. Plans have been submitted showing that the necessary visibility splays can be achieved. The access arrangement is acceptable and a condition to ensure there is no obstruction within the splays will be imposed on any permission granted.
- 8.35 Local residents have raised concern as Haydn Avenue is used as a commuter route with little passing places and extra traffic and parking on street will exacerbate highway issues in the area. The number of parking spaces proposed would not result in overspill on the street. The situation with regard to the narrowness of the road and vehicular traffic is existing and it is not considered that a residential use, albeit intensified, would affect this existing situation so significantly as to warrant refusal of the scheme.
- 8.36 A cycle storage area would be provided within the building. 16 cycle parking spaces would need to be provided in line with London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units). The plan shows that 17 cycles could be stored in line with this requirement.
- 8.37 Refuse storage was originally shown within the building however given the level change across the site it was unclear how refuse would be safely collected by operatives. As such, the scheme has been amended relocating the refuse store to the front of the site with direct access from the highway which is convenient and suitable for refuse collectors. The plans show that the scale of the area is adequate for the needs of the development. A condition would be imposed requiring full details of the appearance of this area to be approved.

Trees, landscaping and ecology

- 8.38 The site is not covered by any Tree Preservation Order. The development would result in a loss of 7 mature trees of varying quality, mostly Grade C specimens. The most notable removal would be a Grade B Norway Spruce to the front of the site. The Tree Officer does not consider this tree worthy of protection however given the overall tree loss has required a substantial tree mitigation scheme to ameliorate the loss. The applicant has subsequently provided an illustrative landscaping masterplan showing replacement tree planting to the front and rear of the building as well as other hedging and shrubbery. The Tree Officer finds the landscaping plan satisfactory. Full details of hard and soft landscaping including a maintenance plan will be secured by condition.
- 8.39 The Arboriculture Method Statement outlines site specific methods to ensure the protection of the remaining trees on site which the Tree Officer finds acceptable. The measures outlined in this document will be secured by condition.
- 8.40 Ecology – Respondents have indicated that wildlife has been sighted in the vicinity of the site including badgers, foxes and deer. The application site is over 170m from the closest site of nature conservation value, separated by residential roads, houses and gardens. During the officer's site visit, there was no evidence to suggest the presence of any protected species on site. This is an existing residential garden which is maintained. Many of the mature trees to the boundaries would be retained and a garden of approximately 480sqm would be provided. Gaps would be retained to side boundary which would enable wildlife to roam the area and therefore it is not considered that the current situation for such animals would be harmfully affected. An informative would be included on any decision making the applicant aware that it is an

offence to harm protected species or their habitat and in the event that protected species are found on site the applicant should refer to Natural England standing advice.

Environment and sustainability

- 8.41 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.42 The site is located within an area some risk of surface water flooding and risk of groundwater flooding below the surface. A Flood Risk Assessment (FRA) has been submitted as part of the application which outlines the risks of flooding at the site. The report outlines methods of reducing flood risk however does not specify any site specific proposals. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). A condition requiring site specific SuDS measures would be imposed on any planning permission, alongside flood resistance and resilience measures to protect against groundwater flooding.

Other matters

- 8.43 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.44 The principle of development is considered acceptable within this area. The development has successfully been designed as a contemporary reinterpretation of the traditional dwellings found in the area. The development accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition the proposal would have no harmful impact on the adjacent properties. Adequate parking is proposed on site and the impact on the highway network is acceptable. The loss of existing trees on site would be mitigated by replacement tree planting. Thus the proposal is considered to be in accordance with the relevant policies.
- 8.45 All other relevant policies and considerations, including equalities, have been taken into account.