

**PART 6: Planning Applications for Decision****Item 6.1****1 SUMMARY OF APPLICATION DETAILS**

Ref: 19/01352/FUL  
Location: 56 Woodmere Avenue, Croydon, CR0 7PD  
Ward: Shirley North  
Description: Demolition of a single-family dwelling and erection of a 3- storey block containing 2 x 3-bedroom and 7 x 2-bedroom apartments with associated access, 9 parking spaces, cycle storage and refuse store  
Drawing Nos: Hard Landscape Proposal GROUND PLAN Amendment C, CX18-S1-106E, Soft Landscape Proposal GROUND PLAN - Amendment C, Energy Statement for Planning 6548, External Daylight Study 6548 Rev0, Outline 5 Year Landscape Management Plan, Planting Schedule C, Tree Specifications, CX18-S1-115C, CX18-S1-101D, CX18-S1-102, CX18-S1-108C, CX18-S1-105D, CX18-S1-104D, CX18-S1-103E, CX18-S1-116B, CX18-S1-110B, CX18-S1-111B(2), CX18-S1-114B, CX18-S1-111B(1), CX18-S1-109B, Surface Water and SuDS Assessment rev.a, Transport Statement, Design and Access Statement.  
Applicant: Mr Gerasimos Stamatelatos of Aventier Ltd  
Case Officer: George Clarke

- 1.1 This application was first reported to Planning Committee on 1<sup>st</sup> August 2019. The Committee resolved to defer the application in order to allow officers to negotiate amendments to the scheme, specifically to improve roof design and car parking layout.
- 1.2 The original report is attached to this agenda.

**2 SCHEME AMENDMENTS**

- 2.1 The applicant has provided amended plans which simplify the roof design at the side and rear of the building by providing a more traditional roof pitch. To enable this the height of the building has been increased by 1.05m from as proposed previously, although there would be no change to the eaves height. An updated Daylight and Sunlight study has been provided.
- 2.2 Render and balcony railings are introduced to the rear elevation. The parking layout has also been altered in order to improve manoeuvrability, supported by swept path analysis. There would be minor changes to the internal layout although the number and type of flats have not been altered. Some balconies have been enlarged.

**3 CONSULTATION RESPONSES**

- 3.1 Five new objections have been received since re-consultation letters were sent out on 9<sup>th</sup> September. These relate to transport, overdevelopment, disturbance, design, trees and overlooking. It is considered that the revised proposal would improve the appearance of the building whilst nine car parking spaces for nine dwellings with improved turning spaces is considered to be sufficient to prevent a harmful increase to on street parking pressures in the area. This is supported by a Transport Statement.

The rest of the subjects raised in the new objections have been addressed in the original committee report.

- 3.2 Photographs have also been submitted which appear to show the existing condition of Round Grove. Where works are to be undertaken in on or over a public highway, the highways works must be carried out by the Local Authority funded by the developer, following a technical design review. This should ensure any damage from the works is minimised and rectified if it does occur at the developer's expense.
- 3.3 MORA has commented and stated that the development would fail to meet the 45 degree rule on height from windows on the side elevation of 54 Woodmere Road. The Daylight and Sunlight study shows that these windows would still receive adequate levels of light in accordance with BRE guidelines and therefore a marginal intercept of the vertical 45 degree line is not considered harmful.

#### **4 FURTHER ADVICE ON MATERIAL PLANNING CONSIDERATIONS**

- 4.1 The building would have a traditional style with a simplified and less bulky roof form compared to the previous proposal. Strong gable features have been retained to the front and rear which reflects the design of the house to be replaced and the surrounding townscape. A side by side comparison of the previous and current design as viewed from Round Grove is shown below.



(Previous scheme)



(Current scheme)

- 4.2 The development would be three storey as sought in the Croydon Local Plan and the buildings overall height, although increased, is not considered excessive in comparison to neighbours on the same side of the street. The proposal would be of an appropriate mass, scale, form and design that would be in keeping with its context and prevent harm to the character and appearance of the area.
- 4.3 As the height of the building has been increased by 1.05m the applicant has submitted a revised Daylight and Sunlight Study which assesses the impact upon 54 Woodmere Avenue. The development does marginally break the vertical 45 degree line, however the Daylight and Sunlight Study demonstrates that the effect of the proposal upon the side windows of this neighbour would be negligible and accords with BRE guidelines. A horizontal 45 degree line without obstruction is maintained from the closest rear window of this neighbour to the rear of the proposed building.
- 4.4 The size of the car parking areas to both the front and rear of the building have been increased in size whilst maintaining a total of 9 spaces. The area to the front has been increased in depth by 1.1m whilst the hardstanding to the rear has been enlarged by 18sqm. This would provide additional space for vehicles to manoeuvre and is

supported by tracking diagrams. Ample communal amenity space would remain including children's play space.

- 4.5 Approval was recently granted for 8 flats at 37 Woodmere Avenue (ref: 19/03064/FUL). This scheme has a 1 for 1 ratio of flats to car parking spaces. This proposal at 56 Woodmere Road similarly would have 9 car parking spaces for 9 flats which is considered suitable for a site with a low Public Transport Accessibility Level. This would not result in harmful on street parking pressures.
- 4.6 The alterations to the internal layout are minor with no change to the proposed level of occupancy. The flats would retain suitable levels of outlook and natural light. The small increase in some balcony sizes would not have harmful privacy implications for neighbours.
- 4.7 The alterations to the facing materials on the rear elevation with brick at ground floor and render above are considered to better relate to the proposed front elevation and would give the building a more coherent appearance throughout.

## **5 RECOMMENDATION**

- 5.1 That the Planning Committee resolve to GRANT planning permission
- 5.2 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. Materials as submitted
- 3. Details of Refuse/Cycle storage/Boundary treatment/Levels as submitted
- 4. Details of electric vehicle charging points to be agreed and implemented
- 5. No additional windows in the flank elevations
- 6. Trees - Accordance with the Arb Report and Tree Protection Plan
- 7. Hard and soft landscaping to be submitted
- 8. Permeable forecourt material
- 9. Details of SuDS to be submitted
- 10. Playspace to be provided
- 11. Inclusive access to ground floor flats
- 12. Car parking provided as specified
- 13. Visibility Splays as submitted and to be submitted for front car parking area
- 14. No obstruction within visibility splays
- 15. 19% Carbon reduction
- 16. 110litre Water usage
- 17. Time limit of 3 years
- 18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) CIL
- 2) Code of practise for Construction Sites

3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

5.3 That the Committee confirms that its reasons for granting planning permission are as set out in the original report.