

PART 6: Planning Applications for Decision

Item 6.1

1 SUMMARY OF APPLICATION DETAILS AX10+15-53-101

Ref: 19/00131/FUL
 Location: 17 Orchard Avenue CR0 8UB
 Ward: Shirley North
 Description: Demolition of existing detached house erection of three-storey building with further accommodation in roofspace comprising 3 x 1 bedroom flat, 4 x 2-bedroom flats and 1 x 3 bedroom flat, formation of vehicular access and provision of 4 associated parking spaces and refuse storage.
 Drawing Nos: P100B, P101B
 Applicant/Agent Mr Alan Gunne-Jones
 Case Officer: Christopher Grace

	1 bed	2 bed	3 bed	4 bed
Houses	0	0	0	0
Flats	3(2 person)	4(3 person)	1(5 person)	0
Totals	3(50-54sqm)	4 (64sqm-68sqm)	1 (92sqm)	0

Type of floorspace	Existing Floorspace	Proposed Floorspace	Net gain
Residential	170Sq.m	585Sq m	415Sq m
Number of car parking spaces		Number of cycle parking spaces	
4 (including 1 disabled space)		14	

- 1.1 This application is being reported to Planning Committee because the North Shirley Ward Councillor (Cllr Richard Chatterjee) has requested it be referred to committee and objections above the threshold in the Committee Consideration Criteria have been received.

2 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) Built in accordance with approved plans
- 2) Materials to be submitted for approval
- 3) Details to be provided:-
 - a) Hard and soft landscaping – including paving surfaces, parking spaces, playspace, planting and species to be submitted
 - b) Boundary treatment –
 - c) Vehicle site lines along Orchard Avenue including point of entry/exit
- 4) Refuse Storage Area to be submitted
- 5) Cycle storage Area to be submitted
- 6) Parking to be provided as specified (including active and passive charging points)
- 7) Details of land levels prior to occupation
- 8) Demolition and construction method statement
- 9) 19% reduction in carbon emissions
- 10) 110 litre water consumption target
- 11) Details of security lighting
- 12) Details of Suds measures
- 13) Details of maintenance and new tree planting scheme
- 14) Windows in flank elevations of the building to be obscure glazed and fixed shut up to 1.7m above the internal floor level at first floor.
- 15) 1 ground floor unit to comply with M4(3) accessibility requirements
- 16) Commence within 3 Years

Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

Informative

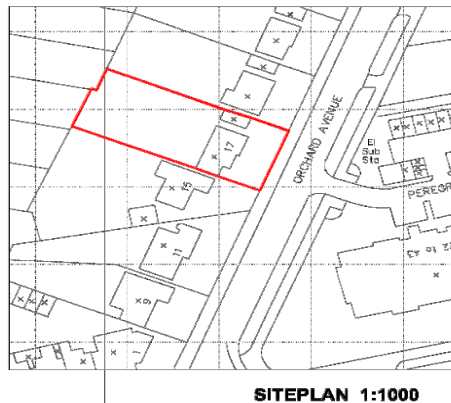
- 1) CIL -
- 2) Code of Practice regarding small construction sites
- 3) Highways works and or/damage to the existing highway during the construction phases to be made good at developer's expense
- 4) Any [other] informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the Planning 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 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal involves the demolition of the existing house, garages and store and the construction of a three-storey building with further accommodation within the roofspace to provide 8 flats.



- 3.2 The proposed development would be accessed off Orchard Avenue involving new central vehicle access point. The proposed building would be 12.7m high, 14m wide, 14m deep. It would be constructed of the following materials: - red brickwork to the ground floor, render to the upper floors and red roof tiles.
- 3.3 The proposal would include 4 car parking spaces (including 1 disabled space, 14 bicycle spaces and refuse store).
- 3.4 The proposal includes the removal of a single tree to the south boundary and a number of trees along the boundary with the north. The applicant is proposing the provision of new extensive landscaping. Each flat would benefit from private balconies and garden areas, with a large communal and children playspace to rear. A variety of tree/shrub planting in and surrounding the site boundary.
- 3.5 The proposal has been amended from a two storey building with accommodation in the roofspace to provide 5 flats (1 x 1 3 x 2 and 1 x 3 bedroom), to a three storey building with accommodation in the roofspace to provide 8 flats. The development incorporates recessed balconies in the design and a, new vehicle layout which includes 1 disabled parking space and child playspace

Site and Surroundings

- 3.6 The application comprises a 0.07 ha site consisting of a large detached mock Tudor house with garages and store at either end located on the west side of Orchard Avenue.
- 3.7 To the north of the site is a detached two storey similar mock Tudor style house. To the south is an 80's style two storey house; to the west are the rear gardens of two storey houses in Wickham Avenue. Opposite is a vehicle access serving a two storey mews style development in Peregrine Gardens. The surrounding area is residential in character with pitched roof forms and brick construction.
- 3.8 Whilst there are a number of trees on the site, there are no protected trees identified within the site or immediate surroundings and no other designations

for the site identified on the Croydon Local Plan Policies map. The site is located within an area of focused intensification and surface water (1:100yr) flood risk.

Planning History

3.9 The following planning decisions are relevant to the application:-

16/01040/P Refused permission for demolition of existing house and erection of new two storey building with accommodation in roof space to provide 5 two bedroom flats; formation of vehicle access and provision of associated parking for the following reasons:-

- The development would be out of keeping with the character of the locality and detrimental to the visual amenity of the street scene by reason of its design and extent of hardstanding to the frontage,
- The development would be detrimental to the amenities of the occupiers of adjoining property by reason of visual intrusion
- The development would result in an unsatisfactory residential environment being provided for the occupiers of the proposed dwellings by reason of the lack of private amenity space for all the dwellings

17/04286/FUL (Withdrawn application): Demolition of existing building, erection of two storey plus roof level replacement detached property containing five self contained residential flats (C3) with associated car parking, bin store and cycle parking.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The proposed development would provide an appropriate scale for a development making effective use of the residential site and increasing the Council housing stock.
- 4.2 The proposed new building would preserve the character of the area and would not harmfully affect the appearance of the immediate surroundings
- 4.3 The proposed new building would not have a detrimental effect on the residential amenities of the adjoining occupiers and would provide an acceptable living environment for the future occupiers.
- 4.4 The development would provide an appropriate level of parking for the proposed development, encourage sustainable modes of transport other than the car, incorporate safe and secure vehicle access to and from the site and would have an acceptable impact on the highways network.
- 4.5 The development would incorporate sustainability requirements and incorporate sustainability technics as part of the overall drainage strategy.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by way of neighbour consultation letters. The number of representations received from neighbours, local groups etc. in response to initial consultation notification and publicity of the application were as follows:

No of individual responses: 16 Objections: Supporting: 1

No of Petitions; 1 (23 Signatures from Residents of Peregrine Gardens)

The same neighbours were consulted on revised proposal

- 6.2 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:

Summary of objections	Response
<i>Principle of development</i>	
3 or more blocks already built in the area; loss of family sized house; outside intensification area; set undesirable precedent.	The principle of residential development on this site is considered to be acceptable and would make effective use of a brownfield site. The development would not result in the loss of family sized accommodation. Refer to paragraphs 8.2 to 8.7 of this report.
<i>Scale and massing</i>	
Height and scale of housing not in keeping and would far exceed what is currently in place; disregard of local character; massing too much ; 50% of garden developed	The application site is located in an area of Focused intensification and Officers consider that the proposal in terms of scale, massing and creates an acceptable transition in scale between the application site and the surrounding buildings. Refer to paragraph 8.8 to 8.9 of this report.
<i>Appearance</i>	
Appearance out of keeping with area; no other properties along this side of road 4 storeys in height; destroy character of Orchard Avenue; set	The proposed design of the buildings are considered to be acceptable. The details to be secured by condition. Refer to paragraph 8.9 of this report.

unwarranted precedent of buildings 4 to 5 storeys; front garden mass of hardstanding	
<i>Density</i>	
Increase in density of residents to 15-20 plus; difference in comparative housing densities and not acceptable;	The development would maximise the potential site whilst ensuring a suitable scaled buildings limited any physical impact. Refer to paragraph 8.6 of this report.
<i>Daylight and sunlight, privacy, outlook</i>	
Loss of daylight to neighbours rear lounge; loss of privacy to rear garden from first floor balconies; Unacceptable overlooking of properties in Wickham Road; intrusiveness of development; 1m deep from neighbours wall; light intrusion; loss of light to neighbours living room and side windows	Officers consider that due to the position and height of the buildings the resultant levels of daylight/sunlight are acceptable within an urban setting. The proposal would not result in undue overlooking or loss of privacy. Refer to paragraph 8.13 – 8.18 of this report.
<i>Noise and Environment</i>	
Extend to neighbours garden and Increase in noise, music, traffic noise, dust, disturbance during construction.	Officers consider that the introduction of an intensified residential use in the residential area would not lead to an unacceptable level of noise; disturbance during construction to be minimised through the submission of a Construction Logistics Plan. Refer to paragraph 8.13-8.18 of this report.
<i>Standard of accommodation</i>	
No disabled accommodation; no childrens playspace provision;	Officers consider the proposal would provide a reasonable level of accommodation including communal amenity playspace in excess of London Plan standards. Refer to paragraph 8.11 – 8.12 of this report.
<i>Trees</i>	
Loss of established trees	A condition requiring details of new landscaping tree planting and protection measures should ensure that suitable planting is provided and suitable ecological measures are secured by condition; Refer to paragraphs 8.24 to 8.25 of this report.
<i>Transport</i>	
Lack of parking; provision of 4 cars increase pressure on on-street parking make parking difficult; Busy road with bus route would make pedestrian movement by many elderly residents difficult; no disabled	Officers consider the level of on-site parking and bicycle provision to be appropriate and that detailed planning conditions would secure suitable and safe vehicle movement and fire safety. Refer to paragraphs 8.19 to 8.23 of this report.

parking; proposal would make access to Peregrine Gardens even more difficult than at present; highway concerns during building process for elderly residents in Peregrine Gardens which could lead to accidents, delays to emergency vehicles and prevent pedestrian movement.	
<i>Party wall</i>	
Party wall issues on boundary; impact on neighbouring boundary;	Issues relating to the Party wall Act are a civil matter and outside of the remit of the Planning System. Refer to paragraph 8.18 of this report.
<i>Flooding</i>	
Lead to flooding; result in drainage problems;	Officers consider that the applicants have addressed issues of flooding and sustainable discharge measures the details to be subject to a condition Refer to paragraphs 8.26 to 8.27 of this report.

6.4 Councillor Richard Chatterjee has made the following representations

- The residential density of the development in excessive for the PTAL rating for the locality
- Units 2-5 have insufficient storage space and private amenity space.
- Insufficient parking space for 5 flats with only 4 parking spaces provided with no designated as disabled
- Only a single commuter bus passes the site and therefore only occupiers will rely on cars.
- Insufficient communal outdoor space
- 45 degree rule is not clear from plans
- Insufficient recycling storage
- Overdevelopment for the locality and does not respect the existing residential and housing densities

6.5 Monks Orchard Residents Association (MORA)

- The proposed development is in PTAL 2 location and significantly greater than 800m from the nearest rail station and therefore is considered outside the requirement of intensification
- Significant overdevelopment for the locality with residential density 422.54hr/ha and housing density of 112.68 units/ha
- Excessive residential and housing density for suburban setting at locality of PTAL 2 where densities would require PTAL's exceeding the maximum

- Does not meet minimum space standards for storage space and private amenity space should be refused on deficiencies to living conditions
- Inadequate off-street parking at a locality of Red Route restricted parking which will require overspill on-street parking to be significant
- Inadequate parking provision of 4 bays with allocation of 0.17 bays per occupant in a locality of PTAL 2 at a location of high parking stress.
- Parking should equate to 12 spaces for 8 dwellings, the proposed 4 parking spaces and zero disabled bays is unacceptable in this location.
- There is no allocated play space for children of the future occupants.
- Not clear 45-degree elevation line complies with SPD2
- No quantifiable definition in current CLP provided to allow most efficient use of available infrastructure or capacity for growth when resulting in overdevelopment as define by London Plan and emerging London plan.
- Does not meet the requirements of DM13 on refuse and recycling for new developments with regard to storage are capacity, access and location.

7 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)

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018 (Amended 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:

- Achieving sustainable development (Chap 2)
- Delivering a sufficient supply of homes (Chap 5)
- Promoting sustainable transport (Chap 9)
- Achieving well designed places (Chap 12)
- Meeting the challenge of climate change, flooding and coastal change (Chap14).

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

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide

- 5.3 Sustainable design
- 5.14 Water quality and wastewater infrastructure
- 5.17 Waste capacity
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 7.4 Local character
- 7.6 Architect

Croydon Local Plan: Strategic Policies 2018:

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and Climate Change
- SP8 Transport and communication

Croydon Local Plan Policies 2018:

- DM1 Homes
- DM10 Design and character
- DM13 Refuse and recycling
- DM23 Development and construction
- DM25 Sustainable drainage systems
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM45 Shirley

There is relevant Supplementary planning Guidance as follows

- London Housing SPG, March 2016.
- National Technical Housing Standards, 2015.
- National Planning Practice Guidance, 2014.
- Supplementary Planning Document (SPD2) Suburban Design Guide 2019.

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact and consideration of density
3. Housing Quality for future occupiers
4. Residential amenity/Daylight & Sunlight, Overlooking Privacy for neighbours

5. Transport
6. Trees
7. Sustainability and flooding
8. Waste

Principle of Development

- 8.2 In considering this proposal the local planning authority has had regard to delivering a wide choice of homes in favour of sustainable development in line with the principles of the NPPF, Policy 3.3 of the London Plan relating to increase housing stock; policies SP2.1 of the Croydon Local Plan in providing a choice of housing for all people at all stages of life and DM1 in supplying new housing.
- 8.3 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt. The site is located within an area of Shirley which is defined for focussed intensification within the Suburban Design Guidance adopted in 2019. The general guidance in relation to Areas of Focussed Intensification states that development maybe significantly larger than the existing and amongst other things be up to double the predominant height of buildings in the area. The SDG goes on to state in relation to the Shirley Area of Focussed intensification that the redevelopment of 2 storey detached properties into small blocks of apartments may be acceptable, such developments should typically be 4 storeys in height with some scope for additional accommodation in the roof space.



Extract from the Suburban Design Guide showing the site within the Shirley Intensifications Area

- 8.4 The proposal would replace an existing 4 bedroom two-storey house with a three- storey building with accommodation in the roofspace to provide 8 flats. The proposal would be in line with SDG which states that the redevelopment of 2 storey detached properties into small blocks of apartments may be acceptable. These developments should typically be 4 storeys in height. There may be some scope for additional accommodation in the roof space.
- 8.5 A previous proposal involving the loss of the existing house was refused in 2016 due to poor design, impact on amenity and poor standard of accommodation. The current proposal is for an alternative design which would include a single family sized unit at ground floor level as part of the new residential accommodation. Therefore there would be no- net loss of family accommodation on the site. The remainder of the proposal would include a combination of 2 and 3 bedroom properties with 5 of the 8 flats providing 1 bedroom (2 person) accommodation and the further 2 flats 1 bedroom 3 person accommodation. The proposal would therefore provide a reasonable mix of units in this location with regard to surrounding residential character while maximising the sites potential.
- 8.6 In respect to the density of the scheme, representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 2 and as such, the London Plan indicates that the density levels ranges of 150-250 habitable rooms per hectare (hr/ha) with 50–95 u/ha; the proposal would be above this range at 309 hr/ha and 112u/ha (with 22 habitable rooms (not 30 as stated by objectors) on a site area of 0.071). Paragraph 3.4 of The London Plan however identifies that density is only the start of the planning housing development and not the end. The range, for a particular location, is broad enabling account to be taken of other factors including local context, design and transport capacity which, where appropriate, can provide a tool for increased density in certain situations. It is considered that the sites location, design, transport capacity and parking provision density is justified. The proposal would therefore accord with London Plan requirements in promoting housing.
- 8.7 Therefore subject to an appropriate scale of sustainable development, good design, a full assessment of amenity considerations, conserving the natural environment and assessment of traffic considerations, there is no objection in principle to the introduction of further residential accommodation in this location. It is considered that the proposed development is appropriate in line with Council aspirations for the site and surrounding area .These additional matters are considered in more detail below.

Townscape and Visual Impact



- 8.8 The existing property is characteristic of a range of styles an architecture which defines the area. The property is not listed or protected from demolition by existing policies and its demolition is deemed acceptable subject to a suitably designed replacement. A previous proposal in 2016 to replace the existing building was refused on design grounds. Neighbours and local groups have objected to the proposal due to massing appearance and impact on character on Orchard Avenue. The Croydon Local Plan has a presumption in favour of developments complementing the existing predominant building heights of 2 storeys up to a maximum of 4 storeys.



- 8.9 At 3-storeys in height with accommodation within the roof, the proposed development would be higher than the existing properties immediately surrounding the site. However the development has been designed to pick up on features within the surrounding area and is in line with Council policy and future aspirations which seeks to intensify residential development within this location. The pattern of development in surrounding residential area is regular, with a mix of dwellings ranging between 1 and 3 storeys (including 3 storey blocks of flats). This varied character and varying plot sizes means that the proposal would respect the development pattern of the surrounding area. The proposed building would occupy a larger footprint than the current house and extend almost the entire full width of site but the scale and mass as viewed from the front is considered acceptable. The height of the building

would be similar to a neighbouring block directly opposite in Peregrine Gardens. The front building line would relate to the neighbouring properties either side. The proposal would be in line with the Council design guidance for the area and would reference the hipped roof form while making more of the roofspace to provide further accommodation. The new building would relate to the mock Tudor form of the current building and would include a pair of gables to the front and create an acceptable relationship with the street. The applicant has simplified the form of the building towards the rear with a simple set back addition while integrating balconies into the overall massing whilst ensuring that the development complies with the 45-degree line from the neighbours windows in line with design guidance. The design language, roof space, and mix of materials to be used on the proposed buildings, would give the impression of a large semi-detached house, and provide both symmetry and balance to the site form.

- 8.10 Based on the above when compare with the 2016 refused scheme the design of the proposed building would be more in keeping with the immediate surroundings in terms appearance, scale and massing. The materiality of the proposed building would constitute of brick, render with timber detailing an approach which is supported, subject to further details being secured via condition. Included in the 2016 reason for refusal was the extent of hardstanding within the frontage. The applicants have included with this scheme hedging on all sides to a height of 2m which would provide screening and softening to the parking area and bin storage. Towards the rear extensive landscaping including playspace, cycle enclosure, surface covering and the type of species planting should ensure that the communal garden area is multifunctional and of a high quality. The full details to be secured by condition. The proposed scheme is considered to be a sensitive intensification of this site. The design would preserve this site and local character in line with national, regional and local policies.

Housing Quality/Daylight and sunlight for future occupiers.

- 8.11 The proposed flats would accord with the National technical housing standards guidelines in terms of floor space requirements including areas for storage. Each property would have dual aspect and would receive good levels of sunlight and daylight. The applicants have demonstrated through section drawings that sufficient head height would be afforded to the accommodation within the roof space. This arrangement is, therefore acceptable.

Each of the flats would have their own private external amenity area. The two ground floor flats would have sizeable garden areas in excess of minimum amenity guidelines for dwellings. The balconies to the upper floor flats at 4.5sq.m and 5 sqm would be 0.5-1sqm below the required space for non-family accommodation. However the proposal provides an extensive rear communal garden (150sq.m) with 14sqm of playspace which would be accessible by all users of the flats and would provide playspace in excess of London Plan standards. The landscaping and planting the details to be secured by condition. The proposal would therefore be in accordance with the principles of the NPPF in delivering a wide of choice of quality homes and London Plan Policies, and Croydon Local Plan 2018.

- 8.12 In terms of accessibility, level access would be provided from the front door to the ground floor units (which include the 1 x three bed and 1 x one bed units). London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. Given the limitations of the footprint to provide the required accommodation, it is considered that one of the ground floor units should be M4(3), this can be secured by condition. A disabled space is proposed for the parking area.

Residential Amenity Daylight/Sunlight, Overlooking, Privacy for neighbours

- 8.13 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light and a loss of outlook.
- 8.14 The proposed building would be 1m in from the northern boundary with no.19 Orchard Avenue. No windows exist within the flank elevation of the main building of no.19 which has a single-storey extension and first floor balcony to the rear. The proposed building would be 2.3m from no.19s flank elevation and protrude 2.1m from beyond the rear of no.19 at its nearest point. Taking a 45-degree line from the nearest rear windows of no.19 the proposed building including the depth of its rear addition would be no greater than 45 degrees and therefore the proposal would have minimal impact visually when viewed from no.19. This impact would be further reduced with the proposed 2m high boundary wall and planting at ground floor level. The proposed building would be south of no.19 and while there would be some impact in terms of light to the rear of this neighbours property this would only be for a short period and therefore unlikely to result in any significant loss of light for this occupier. The proposed building would include windows in the flank elevation facing no.19 at ground and first floor level. However these would be high level in obscured glass and form secondary means of light to no.17. The details to be secured by condition. The proposal has been amended to include recessed balconies at first and second floor levels. The proposal would therefore not result in any undue overlooking towards no.19.
- 8.15 The proposed building would be 1.8 -2.8m in from the flank elevation (1m-1.8 in from the boundary) with no.15 Orchard Avenue. No 15 contains a single high level ground floor window in its north facing flank elevation and a single storey extension with windows towards the rear garden. The proposed building would extend 3.6m beyond the main rear elevation and 0.6m beyond the single storey extension of no.15. Taking a 45-degree line from the nearest rear windows of no.15 the proposed building including the depth of its rear addition would be no greater than 45 degrees and therefore the proposal would have minimal impact visually when viewed from no.15. This impact would be further reduced with the proposed 2m high boundary wall and planting at ground floor level. The proposed building would be north of no.15 and therefore would not impact in terms of sunlight and in view of the distance between these properties would have minimum impact on daylight for this occupier.

- 8.16 A distance of 41m would exist between the proposed building and the rear neighbouring buildings in Wickham Road. Due to separation distances the proposal would not result in overlooking, loss of privacy or loss of light for these neighbours which have extensive depth gardens.
- 8.17 Several neighbours have raised concerns over the impact of the construction of the development being opposite Peregrine Gardens to the east. It is acknowledged that there will be some noise and disturbance during the construction process, with pollution and vehicle access also a concern expressed by neighbours. A planning informative is recommended to advise the applicant to follow the Council's "Code of Practice on the Control of Noise and Pollution from Construction Sites". A Construction Logistics Plan would need to be submitted and approved prior to the start of building works. It is also recommended that a demolition / construction logistics plan be provided in order to reduce amenity considerations, traffic impacts and safeguard the development during the build; the detail of which is to be controlled by condition. Further informatives would ensure the reinstatement of the highway with developers to meet the cost of reinstatement of any work.
- 8.18 A condition requiring details of lighting and illuminance to the rear and along the vehicle parking at the front would ensure that neighbours' amenity is protected. Concerns of works along the neighbouring boundary with the site would be a matter for Party Wall issues. The actual demolition would be responsibility of either Building Control or an independent approved building surveyor in respect to ensuring the appropriate Building Regulations are followed. The proposal is therefore considered to be acceptable and would be in line with London Plan policy 7.6 Architecture for good design and Council policy DM10 protecting residential amenity.

Transport

- 8.19 The site is located in an area with PTAL level of 2 (on a scale of 1 to 6b), which is considered to be a poor level of public transport accessibility. There is no Control Parking Zone within the area and the site is located on a Red Route. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development would need to provide up to a maximum of 8.5 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.20 Transportation Officers' examination of the census data (2011) for car ownership associated with flats in the Shirley ward indicates the average car ownership for flats to be 0.58 cars per unit. Officers recognise that since 2011 information has come forward in the Mayors Transport Strategy evidence

base that shows that car ownership in Croydon has grown. The applicants have produced their own Transport Statement which acknowledges the increase in car ownership between 2011-2019. Officers recognise the provision of 8.5 spaces to be the maximum and based on the above examination of car ownership trends find the provision of 4 car parking spaces (including one disabled space) to be appropriate

- 8.21 The Draft London Plan states that for PTAL 2 up to 1 parking space per dwelling can be provided. Assuming that each flat will be able to have at least 1 car; officers consider that the proposal could lead to 4 overspill cars from the site. To demonstrate the impact of any possible overspill of parking from the development the applicants have undertaken a parking stress survey of the streets within a walking distance of 200 metres from the site. This catchment area has been used as it defines the extent to which a typical car driver considers a reasonable distance to park the car and walk to the destination. A 200 metres walking distance is also in line with the widely accepted industry standard "Lambeth Council Parking Survey Guidance Note". The survey was undertaken on 2nd and 4th July 2019 at 04:00 hours and 03:30 hours respectively. The parking survey data shows that there is a total of 79 unrestricted on-street parking spaces on streets within 200 metres walking distance from the site. Out of these 79 spaces, on average 18 spaces were occupied and therefore 61 unrestricted on-street spaces were unoccupied during study period resulting in an overall percentage of 22.8% occupation in surrounding roads. Officers are therefore satisfied that the parking stress survey therefore demonstrates that there is sufficient on-street (unrestricted) car parking spaces available to accommodate any potential parking overspill associated with the proposed development.
- 8.22 The proposed parking situation would be supplemented by the inclusion of 14 cycles within the rear communal garden and is considered in line with London Plan standards. Details of cycle parking would need to be approved by the Council prior to occupation. The applicants have amended the car parking layout to achieve suitable turning space within the front approach and demonstrated suitable boundary treatment and landscaping in sightline areas must be 0.6m or less. Conditions on further details for these two elements can be appended to any approval granted. Refuse storage would be within suitable point of collection.
- 8.23 The application proposes that the two existing cross overs be replaced with one central vehicle crossover. It is the responsibility of the applicant to enter into an agreement with the Council's Highways team to ensure these works are undertaken. It is recommended that an informative to this effect be attached to any planning permission. The proposal is therefore considered to be in accordance with London Plan policies and Croydon Local Plan policies in respect to traffic and highway impacts.

Trees

- 8.24 A single large tree exists in the rear garden of the site close to the boundary with no.15. There also exist a number of smaller trees and shrubs along the boundary of the site with no.19 which act as primarily soft landscaping along

the boundary with no.19. The applicant has acknowledged the removal of the single tree which is not protected and its removal would be required to enable the development. The remaining trees along the northern boundary of the site have limited amenity value in the context of the wider area. The trees along the boundary with No 19 are largely overgrown and in need of pruning. More sensitive tree planting is therefore proposed to this boundary the details of which would be controlled by condition.

- 8.25 Council Tree Officers do not raise any objection to the proposal provided a suitable replacement planting scheme is introduced. Measures to introduce lower shrubs along the north boundary should offer some screening of the development for this neighbour. New tree planting will help to preserve the site and screen and help soften the development when viewed from neighbouring properties. The details of which would be secured by condition.

Sustainability and Flooding

- 8.26 The Council would seek new homes to meet the needs of residents over a lifetime and be constructed using sustainable measures to reduce carbon emissions. In line with Policy 5.2 of the London Plan, the development proposals should make the fullest contribution to minimising carbon dioxide emissions. In addition, the Council would require the development to achieve a water use target of 110 litres per head per. Subject to conditions the development would need to achieve sustainable requirements in line with national, regional and local level. The applicants have submitted a flood risk statement which identifies the site to be in Flood Zone 1.
- 8.27 In terms of sustainability and flooding the proposal will be designed so that all new surface water connections from the roof will be directed to the existing local drain. All connections will be made in accordance with the building regulation requirements and those of Thames Water including retention and slow release systems (SUDS) to reduce the outflow to limit the risk of adding to flooding elsewhere in the vicinity. The details to be secured by condition.

Waste

- 8.28 The proposed plans indicate waste storage facilities within the front of the site. Officers have identified that the proposed development would be within an acceptable distance for collection. Residents have expressed concerns over the capacity of the bin storage and its likely appearance. The applicant has designed the bin store to the Council's capacity requirements minimising the number of bins in place of wheelie bins for general waste and recycling with food storage. Final details of the bin enclosure including boundary treatment and screening should ensure suitable capacity and protection to the enclosure. The details to be secured by condition to ensure suitable facilities are provided in line with the principles of London Plan policy 5.17 waste capacity; CLP policies SP6 and DM13.

Conclusions

- 8.29 The recommendation is to grant planning permission. All other relevant policies and considerations, including equalities, have been taken into account.