

1.0 APPLICATION DETAILS

Ref: 21/06036/FUL
 Location: Land to the South of Firsby Avenue and to the East of Verdayne Avenue, Shirley, CR0 8TL
 Ward: Shirley North
 Description: Erection of eight semi-detached houses, together with associated access, car parking and landscaping
 Drawing Nos: WIE-18592-SA-95-0011-A03 Rev A03, WIE-18592-SA-95-0006-A04 Rev A04, OWG19-MAA-XX-DR-A-01101 Rev P15, OWG19-MAA-XX-DR-A-04101 Rev P05, OWG19-MAA-XX-DR-A-04102 Rev P05, OWG19-MAA-XX-DR-A-04103 Rev P05, OWG19-MAA-XX-DR-A-04104 Rev P05, OWG19-MAA-XX-DR-A-02101 Rev P04, OWG19-MAA-XX-DR-A-02102 Rev P03 (House Type 2), OWG19-MAA-XX-DR-A-02102 Rev P04 (House Type 3), OWG19-MAA-XX-DR-A-02103 Rev P05, OWG19-MAA-XX-DR-A-01401 Rev P05, OWG19-MAA-XX-DR-A-01501 Rev P05
 Applicant: The Oakwood Group
 Case Officer: Georgina Betts

	Three bedroom	Four bedroom	Five or more bedroom	Total
Existing	0	0	0	0
Proposed	4	4	0	8

Number of car parking spaces	Number of cycle parking spaces
8	18

This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- The Ward Councillor (Cllr Sue Bennett) made representations in accordance with the Committee Consideration Criteria and requested committee consideration
- 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 subject to:

A) The prior completion of a legal agreement to secure the following:

- A financial contribution of £12,000 for sustainable transport improvements and enhancements;
- Car club membership for each unit for a period of 3 years;

- Provision and maintenance of the eastern wooded area in perpetuity; and
 - Any other planning obligation(s) considered necessary by the Director of Planning and Sustainable Regeneration.
- 2.2 That the Director of Planning and Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Commencement time limit of 3 years
2. Development carried out in accordance with approved drawings and reports

Pre-commencement

3. Construction Logistics Plan to include a survey of the public highway
4. Landscaping and hard standing
5. Sustainable urban drainage (SuDS)

Pre-Occupation

6. External materials and samples
7. Implementation of car parking as specified
8. Electric Vehicle Charging Points at 20% active and 80% passive
9. Submission of a lighting scheme
10. Submission of biodiversity enhancement details

Compliance

11. Accessibility (M4(2) and M4(3))
12. In accordance with Fire Strategy Statement
13. Energy and water efficiency requirements
14. Removal of permitted development rights
15. Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

Informatives

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative
7. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration

- 2.4 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
- 2.5 That, if within 2 months of the planning committee meeting date, the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration has delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The application seeks planning permission for redevelopment of the site, involving the following:

- Erection of eight semi-detached houses
- Construction of an access road and highway improvement works
- The creation of a wooded landscape buffer to the east
- Provision of associated cycle parking, car parking and refuse storage



Figure 1 – Proposed Block Plan

Amendments

3.2 Throughout the course of this application, various amendments were sought from the applicant to address officer concerns. The following changes have been made to the scheme:

- the quantum of development (reduction from 9 to 8 dwelling houses),
- replacement of lost habitats (wooded landscape buffer to east now proposed)
- highway improvement works (including the widening of the access, provision of granite setts and alterations to the kerb line)
- Reduction in the size of the application site as shown by the site boundary identified by the 'red line'.

- 3.3 As a result, third parties, external and internal consultees were reconulted regarding the amendments; further representations have been included within Section 5 of this report where relevant.
- 3.4 Further supporting information was received on the 17th and 20th June 2022
- Further details demonstrating how unit 3 complies with M4(3)
 - Submission of a Fire Statement

Site and Surroundings

- 3.5 The application site lies on the southern side of Firsby Avenue and is occupied by a vacant piece of land which has been subject to previous clearance works, as such the site has very little to no ecological or biodiversity value. From looking at historic maps it can be reasonably assumed that the site to the rear was previously occupied by tennis courts, which had become overgrown with scrub and self-seeded trees. Whilst this area had become unkept its verdant and semi-wooded character did contribute to the character of this part of Shirley North. It should however be noted that the trees within the site were not subject to a Tree Preservation Order nor is the site within a Conservation Area which would have provided a level of protection to the trees within the site. Therefore, whilst the removal of these trees and soft landscaping is regrettable (and not a practise officers condone) there is nothing to stop a landowner doing such clearance works.

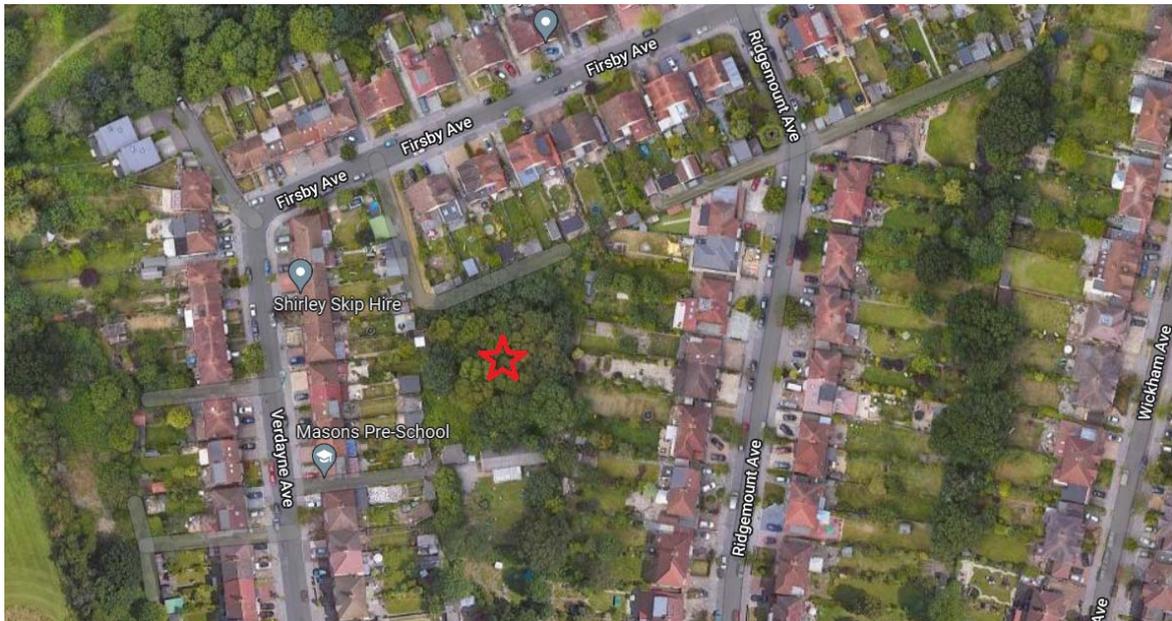


Figure 2 – the application site

- 3.6 The surrounding area is residential in character comprising predominately of two storey semi-detached and terrace houses with some detached properties nearby. The area has a strong inter-war character which varies in style and appearance with large catslide roofs, bay windows and two storey gable features contributing to the variety of the built form. Plot sizes and shapes do vary within the immediate

vicinity of the site with a later development to north within the Shirley Oaks development within Primrose Lane.

- 3.7 The site lies within a suburban location with local amenities provided to the south within the commercial district of the A232 known as Wickham Road. There are no site-specific constraints that would impact upon the proposal before members. However, it is noted that due to the red route along the A232 to the south the area does suffer from higher levels of on street parking, such matters will be discussed in more detail below.

Planning History

- 3.8 Pre-applications were submitted before the current application. The applications were submitted by the current agent as per this proposal.

Reference	Description
21/04235/PRE	The erection of nine semi-detached and terraced houses, together with associated landscaping and improvements to the current access road.

- 3.9 There is no further planning history in relation to this site

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally;
- There is an acceptable mix of unit sizes with all dwellings capable of being classified as family homes;
- The quality of accommodation is acceptable for future residents;
- The design and appearance of the development is an acceptable quality, and it is not considered that it would harm the character of the surrounding area;
- The proposal would not create undue harm to the amenity of nearby residential properties and their occupiers;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- Impacts upon biodiversity and ecology is acceptable with suitable mitigation capable of being secured through condition;
- All remaining sustainability aspects can be controlled by conditions.

5.0 CONSULTATIONS

LOCAL REPRESENTATION

5.1 The application was publicised by 58 letters of notification to neighbouring properties. The number of representations received in response to the initial notification and publicity of the application are as follows.

No of individual responses: 90; Objecting: 90; Supporting: 0

5.2 The following issues were raised in representations.

Objection	Officer comment
<i>Design and Character</i>	
Overdevelopment/high density	Acknowledged and this is addressed in paragraphs 7.9 – 7.24 of this report.
Not in keeping with the area/ taller than surrounding buildings	
Loss of green space	
Inappropriate materials	
Obtrusive by design	
<i>Impacts on neighbouring amenity</i>	
Light Pollution	Acknowledged and this is addressed paragraphs 7.36 – 7.43 of this report.
Overlooking/loss of privacy	
Overshadowing	
<i>Transport and highways impacts</i>	
Scope of Parking Stress Survey	Acknowledged and this is addressed paragraphs 7.48 – 7.60 of this report.
Inadequate size of access road, lack of turning area and separate footpath	
Lack of parking	
Existing road will not take the weight of construction vehicles	Such details would be secured via condition as part of the Construction Logistics Plan
<i>Environmental Matters</i>	
Detrimental impact on trees	Acknowledged and this is addressed paragraphs 7.44 – 7.47 of this report.
Reduction of green space	
Impact on wildlife; badger and newts	Acknowledged and this is addressed paragraphs 7.68 of this report.
Increased Flood Risk	Acknowledged and this is addressed paragraphs 7.64 of this report.
<i>Other matters</i>	
Impact on local infrastructure/communities	The development will make a CIL payment to contribute towards infrastructure and services

5.3 The ward councillor for Shirley North, Councillor Sue Bennett, has objected to the scheme (and referred to Committee) summarised as follows:

- PTAL too low for the density proposed
- Inadequate access width, length and sightlines
- Inadequate parking
- Emergency and refuse access problematic

Officer's response: These aspects are addressed within the assessment below.

5.4 The Monks Orchard Residents Association have objected to the application raising the following items:

- Land ownership [*Officer comment: all relevant certificates have been provided with the application while ownership disputes are not material planning considerations.*]
- Housing density not appropriate for the area
- Loss of vegetation
- Inadequate replacement landscaping
- Parking stress
- Highway safety concerns
- Lack of storage
- Fire safety
- Lack of parking

Officer's response: These aspects are addressed within the assessment below.

6.0 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 London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2021). 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.

6.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D11 Safety, security and resistance to emergency
- D12 Fire Safety
- D13 Agent of change
- D14 Noise

- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S12 Flood risk management
- S13 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning

Croydon Local Plan (2018):

- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling
- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance:

- Croydon Suburban Design Guide SPD (2019) – officer's note Mayor Perry intends to revoke this guidance following his election in May 2022. However, the SPD2 remains in place as of today and is a material consideration in the determination of relevant planning applications, such as that before members
- Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy (2019)
- Croydon SPG 12: Landscape Design
- London Housing SPG (Mayor of London, 2016)

- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development;
- Design and the impact on the character of the area;
- Quality of accommodation;
- Neighbouring residential amenity;
- Trees, landscaping and ecology;
- Transport;
- Waste/recycling facilities;
- Flood risk and energy efficiency;
- Other matters; and
- Conclusion.

Principle of development

7.2 The London Plan 2021 (LP) and the National Planning Policy Framework 2021 (NPPF) place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis.

7.3 Policy SP2.1 of the Croydon Local Plan 2018 (CLP) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites.

- 7.4 LP policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way. Policy H2 seeks to significantly increase the contribution of small sites to meeting London's housing needs.
- 7.5 CLP Policy DM1.2 seeks to prevent the net loss of small family homes by restricting the loss of three-bedroom units and the loss of units that have a floor area of less than 130sqm. As the site is currently vacant and was not previously in use not previously used for residential purposes there would be no loss of residential land.
- 7.6 CLP Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms to meet the borough's need for family sized units and ensure that a choice of homes is available in the borough.
- 7.7 All units would have at least 3-bedrooms and therefore 100% of the total accommodation provides family homes. As such, the proposal would exceed the strategic target and contribute to family housing provision for the borough.
- 7.8 While the sites previous use for recreational purposes has been identified above it is clear that this use has been abandoned. The application site has remained in private ownership and the site is not accessible to the wider public. The site lies within an established residential area of the Borough and is currently serviced by nearby amenities along the A232 to the south. The proposal would result in the redevelopment of brownfield land in a residential location and therefore the presumption in favour¹ would exist. Given all of the above, the residential use at this site to provide 8 family homes is acceptable in principle.

Design and impact on the character of the area

- 7.9 CLP policy SP4.1 states that the council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.
- 7.10 CLP policy DM10.1 has a presumption in favour of 3 storey dwellings, which should respect the development pattern, layout; siting, the scale, height, massing, and density; and the appearance, existing materials, and built and natural features of the surrounding area.
- 7.11 CLP Policy DM10.7 requires developments to incorporate high quality materials that respond to the local character in terms of other things durability, attractiveness, sustainability, texture and colour. This policy also requires roof forms to positively contribute to the character of the local and wider area with proposals being sympathetic with its local context.

¹ Paragraph 11 of the NPPF 2021

- 7.12 Layout, Height, Form, Scale and Massing: The site lies to the rear of 2-12 Firsby Avenue in an area dominated by two storey semi-detached and terrace properties. The site is relatively flat while the existing properties fronting directly onto the highway. The site, due to its previous use and location is uncharacteristically large and is capable of forming its own character while reflecting nearby housing typologies and character.
- 7.13 CLP policy DM10.1 states that new development should seek to achieve a minimum height of 3 storeys. The proposed development has been designed to appear as two stories with accommodation in the roof space with dormer windows located on inward facing roofslopes. The proposed roof typology is that of a 'barn-hip' which would seek to respect the character of the locality and complement the architectural styles of nearby dwellings. The maximum height of the development is comparable with properties within Ridgemount Avenue and Firsby Avenue while the substantial separation distance would offset the nominal height difference in the ridgelines (approximately 0.3m above Ridgemount Avenue and 1.1m above Verdayne Avenue).

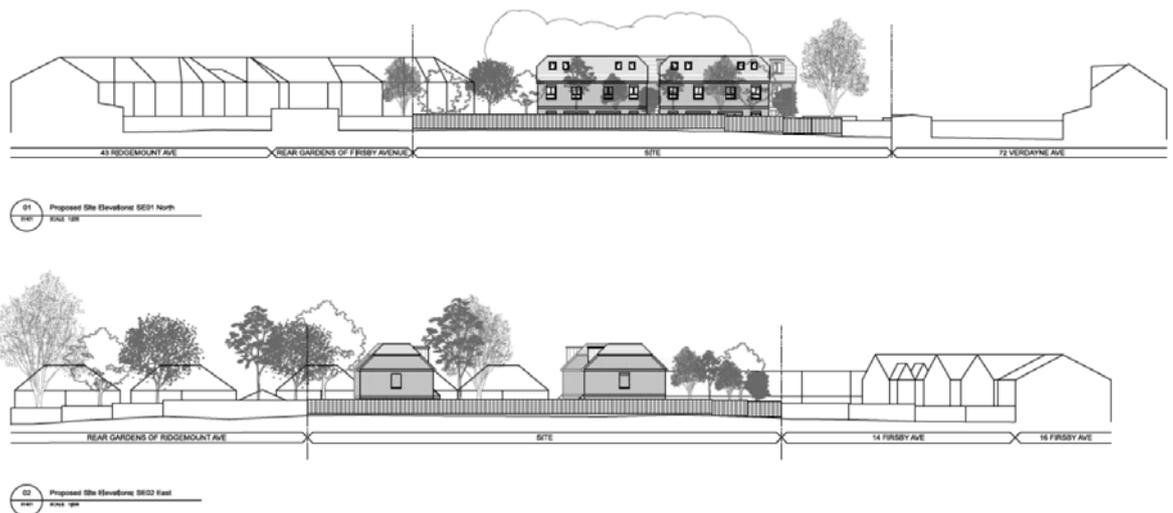


Figure 3: Proposed Streetscene Elevations

- 7.14 The proposed development is therefore of an acceptable scale and design and would respond to neighbouring character, as such meets the objectives of DM10 and the Suburban Design Guide SPD (SDG).
- 7.15 CLP Policy DM10.1 (a) requires the development pattern, layout and siting to respect that of the surrounding area. The proposed layout would follow a traditional cul-de-sac with the access road sited between 2 Firsby Avenue and 74 Verdayne Gardens (where an access road already exists to serve garages), four pairs of semi-detached two storey houses would then front onto the shared access road. This approach is reflective of the wider Shirley Oak development further north but also that at 79, 79a and 79b Verdayne Gardens which can be seen within the context of the application site. The cul-de-sac approach while not

adhering to the prevailing townscape would not result in significant harm to the character and appearance of the locality having regard to nearby developments.

- 7.16 CLP Policy DM10.1 (b) requires proposal to respect the scale, height, massing, and density. All dwellings would be set in from the site boundaries with a wooded area being provided to the eastern side of the application site, helping to offset the impacts of the development upon biodiversity and ecology. The generous separation distance to neighbouring properties in Firsby Avenue, Verdayne Avenue and Ridgemount Avenue far exceed the guidance set out in the SDG and would not compromise the development pattern of the surrounding area.
- 7.17 Car parking for eight vehicles would be located within the central area of the site with turning areas to the east and west. The location and cul-de-sac form would seek to reduce the overall hardstanding areas that would be required for a development of this nature. This approach is accepted in character terms.
- 7.18 Architectural Expression: CLP policy DM10.1 (c) requires proposals to respect the appearance, existing materials and built and natural features of the surrounding area.
- 7.19 The Design and Access Statement (DAS) includes information on a contextual analysis carried out on the site and surrounding area. There is a clear rationale for how this has influenced the design, and how the design has progressed.
- 7.20 The indicative materials for the dwellings would consist of yellow bricks with buff brick soldier courses and stone headers with grey concrete roof tiles. The window frames would be of a composite material with the frames being grey in colour. These materials are considered to be acceptable given the mixed character of the area while the detail and fenestration proportions are acceptable.



Figure 4: extract from the DAS showing materials

- 7.21 Full details on the external materials and finishes would be secured via condition to ensure that they are of a suitable quality.
- 7.22 **Landscaping:** The site until recently, was heavily vegetated with a number of trees and scrub occupying its majority. The trees and vegetation, which were not protected, were removed prior to the submission of this application. This is an unfortunate event, but the LPA note that the applicant did not require permission to undertake this clearance. To incorporate and restore the sites contribution to the verdant character of the area the applicant has incorporated a wooded area to the eastern side of the site. This has been secured during the course of assessment by officers, resulting in the loss of one unit from the proposal bringing the total number of units down to 8. Officers have reviewed the indicative landscaping proposal and are satisfied that space is available for planting, with full details could be secured adequately through condition. Subject to a suitably worded condition in this respect of soft landscaping and a clause securing the maintenance of the wooded area as part of the Legal Agreement the proposal is considered acceptable in landscaping character terms.
- 7.23 The waste, recycling and cycle stores would be located within each plot with visitor cycle parking provided to the north-eastern side of the access road. Adequate space has been allowed for such amenities and subject to full details being secured at the condition stage are acceptable.
- 7.24 **Conclusion:** The design approach is considered to respect the character of Firby Avenue, Verdayne Avenue and Ridgemount Avenue, in terms of design, height, scale, massing and layout and has an appropriate balance of landscaping.

Quality of accommodation

7.25 LP policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. CLP policy SP2.8 also deals with quality and standards. The table below demonstrates the GIAs of each residential dwelling:

Unit	Provision	Actual GIA	Min GIA	Amenity Space	Storage
1	4 bedroom 7 person	137m ²	115m ²	74.1m ²	3.9m ²
2	4 bedroom 7 person	137m ²	115m ²	65.4m ²	3.9m ²
3	4 bedroom 7 person	137m ²	115m ²	42.6m ²	3.9m ²
4	4 bedroom 7 person	137m ²	115m ²	54.7m ²	3.9m ²
5	3 bedroom 5 person	123m ²	99m ²	35.1m ²	6.3m ²
6	3 bedroom 5 person	112m ²	99m ²	39.2m ²	4.1m ²
7	3 bedroom 5 person	112m ²	99m ²	41.1m ²	4.1m ²
8	3 bedroom 5 person	112m ²	99m ²	37.7m ²	4.1m ²

7.26 As shown on the table above, all units comply with LP standards on minimum floorspace areas, storage space, and amenity space. All bedrooms within the proposal comply with parts 2, 3, and 4 of policy D6 in relation to bedroom size standards. Each dwelling would also have a floor to ceiling height of 2.5m for at least 75% of the floor space of the entire dwelling. All of the dwellings are dual aspect, therefore adequate light levels and ventilation will be available.

7.27 Given the above it is considered that adequate floor areas and space standards would be provided for future occupiers.

Amenity Space

7.28 CLP policy DM10.4c states: All proposals for new residential development will need to provide private amenity space that provides a minimum amount of private amenity space of 5m² per 1-2 person unit and an extra 1m² per extra occupant thereafter.

7.29 CLP policy DM10.4d states: All proposals for new residential development will need to provide private amenity space that all flatted development and developments of 10 or more houses must provide a minimum of 10m² per child of new play space, calculated using the Mayor of London's population yield calculator and as a set out in Table 6.2.

- 7.30 CLP policy DM10.5 states: In addition to the provision of private amenity space, proposals for new flatted development and major housing schemes will also need to incorporate high quality communal outdoor amenity space that is designed to be flexible, multifunctional, accessible and inclusive.
- 7.31 All of the units have adequate private amenity space, as demonstrated on the table above while the proposal would not trigger the need for playspace given they are houses with their own generous rear gardens.

Accessible Dwellings

- 7.32 LP policy D7 states that 10% of new build housing should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'; and all other dwellings should meet the Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' which requires step free access to all units and the facilities of the site.
- 7.33 All dwellings would have step-free access and the additional floorplans demonstrate that a wheelchair user would be able to use the facilities within Unit 3, as well as nearby cycle storage. All car parking spaces are accessible and would be located immediately adjacent to each dwelling. The proposal would provide 7 units capable of complying with M4(2) and 1 unit of M4(3) which would be secured through condition.
- 7.34 LP policy D12A states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. The applicant submitted a Fire Strategy Statement and this is considered sufficient and would therefore comply with Policy D12 of the London Plan 2021. Subject to such a condition the proposal would comply with Policy D12 of the London Plan 2021 while full fire safety measures would be secured at the Building Regulations stage.
- 7.35 Overall, the standard of accommodation is considered to be acceptable, subject to conditions.

Neighbouring residential amenity

- 7.36 CLP policy DM10.6 states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels. CLP policy DM10.6(c) outlines that proposals for development should 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.
- 7.37 Section 2.9.10 of the SDG outlines that there should be a minimum distance of 18m between a new dwelling and a third-party dwelling.

- 7.38 The proposed development has been well considered and would lie in excess of 18 metres from the properties within Firsby Avenue, Verdayne Avenue and Ridgemount Avenue at 25 metres, 32 metres and 32 metres respectively. Given the generous separation distances between the proposed development and existing residential properties adequate levels of privacy would be retained.
- 7.39 A separation distance of approximately 15.4 metres would exist between the northern and southern pairs of semi-detached properties. Such separation distances exceed the minimum guidance of 12m outlined within the SDG and as such adequate levels of privacy would be provided for future occupiers.

Other surrounding properties

- 7.40 Mason's pre-school lies to the south of the application sites with its main outlook and amenity space to the south of the existing building. Given the nature of this site, the separation distance, the direction of its main outlook and amenity area the proposal development is not considered to appear visually intrusive or overbearing to the existing pre-school. It is considered that other properties in the vicinity of the site are of a sufficient distance to mitigate against any unacceptable amenity impacts. Details of external lighting could be secured via condition to ensure that the proposal would not result in light pollution.

Construction impacts

- 7.41 It is acknowledged that with any build, whilst there may be slight disturbances and inconveniences for neighbouring properties, there are no grounds to refuse planning permission based on construction impacts. A Construction Logistics Management Plan can be secured through condition which would seek to protect neighbouring amenities as far as possible during this time. In addition, under the Control of Pollution Act 1974, the council has a Construction Code of Practice which sets out when construction and demolition work can occur, and it is not expected that works will be permitted to take place out of these hours. This would be placed as an informative (in the event planning permission is granted) and is enforceable under the Environmental Health Acts.
- 7.42 Overall, any potential amenity impacts on neighbouring occupiers are considered to have been adequately mitigated by spatial separation between neighbouring properties. Furthermore, the orientation of the proposed dwellings and the existing orientation of the surrounding neighbouring properties is favourable to mitigate adverse impacts. The proposal would therefore comply with policy DM10.6 and adhere to the guidance of the Suburban Design Guide 2019.

Trees, landscaping and ecology

- 7.43 LP Policy G7 and CLP policy DM10.8 and DM28 seek to retain existing trees and vegetation. CLP policy DM10.8 requires proposals to incorporate hard and soft landscaping.
- 7.44 As noted above, the site has been subject to recent clearance works which have removed all vegetation and habitats from within the site. This removal trees and

soft landscaping is regrettable (and not a practise officers condone) but there is nothing to stop a landowner doing such clearance works and therefore such action should not influence the planning merits of the proposal. Given the removal of established trees and soft landscaping the site has zero baseline value of biodiversity. As such, the proposal which incorporates new landscaping and a wooded area to the east would result in a biodiversity net gain. The indicative landscaping plan shows sufficient space for meaningful landscaping, full details of which would be secured at the condition stage.

- 7.45 In turning to the wooded area to the east it is noted that any landscaping scheme would only secure planting for a period of 5 years. To ensure that the wooded area is retained and maintained for the lifespan of the development it is considered necessary to secure a tree maintenance plan as part of the legal agreement. Such an approach is deemed necessary to ensure that such that the development is acceptable in planning (character) terms.
- 7.46 The site is not located in within a Site of Nature Conservation Area nor were any protected species identified within the Preliminary Ecological Assessment (PEA). While representations have raised concerns regarding Newts the PEA identified a low potential for reptiles on site, no further information was received from third parties as to whether the newt reference referred to a protected species. The PEA did not reference badgers or setts within the site and without any evidence from third parties the LPA are satisfied that the potential for badgers is low. Given the base line value of zero, as discussed above, and the findings of the PEA it is considered that the proposal could incorporate measures to enhance and encourage ecological interests. Subject to an appropriately worded condition the proposal would accord with policies G6 of the London Plan 2021 and DM27 of the Croydon Local Plan 2018.
- 7.47 Subject to the imposition of an appropriately worded condition and clause forming part of any legal agreement the proposal would accord with the aforementioned policies.

Transport

- 7.48 The site has a Public Transport Accessibility Level (PTAL) of 2, on a scale where 0 is the worst and 6 is the best, which indicates poor access to public transport. The site is not within a Controlled Parking Zone however it is noted that the area does suffer from high levels of on street parking. The site is a short walk from local amenities and bus services along the A232 (Wickham Road) and is therefore sustainably located.
- 7.49 During the course of the application amendments have been received to address the concerns of the Highway Authority and the Transportation Team. The amendments secured include a wider access point onto Firsby Avenue, appropriate sight lines, turning heads to accommodate emergency and refuse vehicles and cycle parking in accordance with London Plan Standards with particular reference to visitor parking.

Access arrangements

- 7.50 The existing access sited between 2 Firsby Avenue and 74 Verdayne Gardens would be utilised and upgraded, which includes an increase in width, to provide vehicular access to the proposed dwellings. Two turning heads have been provided to the eastern and western side of the access road to allow for emergency and refuse vehicles to enter the site and exit in a forward gear. The site entrance onto Firsby Avenue have undergone revisions during the course of the application to increase its width at the access point, whilst the inclusion of granite setts are proposed to deter larger vehicles from passing over the public footpath which lies either side of the crossover. Such works would require a separate Section 278 application with the Highway Authority . Following these revisions, the Highways Authority and Transportation Team have not raised any concerns relating to the safety and efficiency of the highway network which includes the safety of pedestrians. Necessary matters will be secured by condition.

Car Parking

- 7.51 LP Policy T6.1 suggests a provision of up to 1 space per dwelling for family homes within this PTAL (2).
- 7.52 The proposal includes 8no. car parking spaces integrated within the development; this provision would result in a parking ratio of 1:1 and would accord with Policy T6.1 of the London Plan. Furthermore, the applicant has undertaken a Parking Stress Survey in accordance with the Lambeth Methodology in which the extent of such a survey has been scoped with the Transportation Team. While on street parking levels are high in the immediate area it is not at or near saturation level (with a maximum parking stress of 37/39%). Any visitor parking can therefore be accommodated on the highway and would not unduly impact on the parking amenity currently enjoyed by existing residents. Regardless of the result of the Parking Stress Survey parking provision has been provided in accordance with the London Plan 2021, such a provision is therefore acceptable.
- 7.53 Adequate space within the site has been provided to ensure that vehicles can manoeuvre in and out of the parking spaces freely. Each car would have adequate space next to hedges and walls to alight safely and efficiently.
- 7.54 A condition will be included to secure electric vehicle charging points, to ensure 20% active and 80% passive points are provided in line with CLP policy DM30 and LP policy T6.1.

Cycle parking

- 7.55 CLP Policy DM30 and LP policy T5 (and Table 10.2) requires the provision of a total of 18no. cycle parking spaces for residents, to accommodate 2no. cycle spaces per unit.

- 7.56 Each dwelling would be provided with a dedicated, covered and secure cycle store that can be accessed via a side gate to the rear garden, this ensures that cycles are not brought through the dwellings and that adequate thought has been provided in terms of encouraging more sustainable transport modes. In addition, 2 visitor cycle spaces are proposed to the north of the eastern turning head. These visitor spaces would be accessible from the highway and are visible ensuring that levels of natural surveillance are achieved. The quantum and indicative form of storage is considered acceptable and would accord with Policy T5 of the London Plan 2021. Full details including the appearance of such storage would be secured via condition.

Obligations

- 7.57 A contribution of £12,000 will be secured via legal agreement to contribute towards sustainable transport initiatives including on street car clubs with electric vehicle charging points (ECVPs) as well as general expansion of the EVCP network in the area in line with Local Plan policies SP8.12 and SP8.13. The funding will go towards traffic orders, signing, and lining of a potential car club bay, EVCP provision including electrics and set up costs for the car club. Funding will also be used for extension and improvements to walking and cycling routes in the area to support and encourage sustainable methods of transport.
- 7.58 It is recommended that car club membership is provided for each unit for a period of 3 years; this will be secured via legal agreement.
- 7.59 A condition would be attached to require submission of a Construction Logistics Plan (CLP) which shall include a survey of the surrounding footways and carriageway prior to commencement of works on site.
- 7.60 Overall, in terms of transport matters, the proposal is considered acceptable, subject to conditions and a legal agreement to secure a contribution of £12,000 for sustainable transport initiatives.

Waste / recycling facilities

- 7.61 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design.
- 7.62 The applicant has demonstrated through tracking diagrams that both emergency and refuse vehicles will be able to enter and exit the site in a forward gear. Refuse storage would be provided towards the frontage within designated stores and within the rear garden of each dwelling and residents would be expected to present their bins at the side of the road on collection day. As such residents would not walk more than 30 metres to dispose of their waste while refuse personnel would be able to collect the waste from within 20 metres of the highway. The applicant has demonstrated that waste can be accommodated and collected from the site and that each dwelling could comfortably accommodate such stores. Full details of the size and appearance of the refuse stores would be secured via condition.

- 7.63 While a bulky waste area has not been identified on the proposed block plan the site is capable of providing a bulky waste area in excess of the required 10m². Officers anticipate that such an area would be provided within the western turning head so that larger vehicles can enter, collect, and then turn within the site to exit in a forward gear. As the site is capable of accommodating bulky waste storage it is suggested that full details in respect of its location is secured via condition.

Flood risk and energy efficiency

Flood Risk and Sustainable Drainage Systems (SuDS)

- 7.64 The site is not at risk of surface water flooding nor is the site located within Flood Zones 1, 2 and 3 however it is noted that the proposal has the potential to contribute to surface water run-off given the introduction of built form and associated hardstanding. In accordance with Policies SI 12 and SI 13 of the London Plan 2021 and Policy DM25 of the Croydon Local Plan it is therefore reasonable that the proposed development seeks to reduce the cause and effect of flooding through the incorporation of permeable paving and infiltration as part of wider Sustainable Drainage Systems (SuDS). Subject to the incorporation of an appropriately worded condition the proposal would accord with the aforementioned policies.

Energy efficiency

- 7.65 CLP policy SP6 requires development proposals to both achieve the national technical standard for energy efficiency in new homes.
- 7.66 The applicant has outlined in the Design and Access Statement that the proposal would comply with the energy hierarchy of the LP and would be in accordance with CLP policy SP6, as the development has been designed to achieve a reduction in CO₂ emissions beyond the Building Regulations Part L and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. These aspects would be secured via condition.

Other matters

- 7.67 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 7.68 All other planning considerations including equalities have been taken into account but none are sufficient to outweigh the recommendation for approval.

Conclusion

- 7.69 All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations a resolution to grant planning permission subject to the legal agreement should be made without further delay.