

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 21/01470/FUL  
 Location: 53 Homefield Road  
 Ward: Coulsdon  
 Description: Demolition of an existing bungalow and construction of a three storey detached residential building with accommodation in the roof space comprising 4 flats with associated bin and cycle stores, landscaping, alterations to vehicular access and provision of car parking spaces (amended description)  
 Drawing Nos: PL\_101 – Rev 05, PL\_202 – Rev 05, PL\_203 – Rev 05, PL\_201 – Rev 05, PL\_100 – Rev 05, PL\_102 –Rev 07, PL\_050 – Rev 05, PL\_001 – Rev 02, PL\_200 – Rev 05, Existing plans.  
 Agent: Paul Lewis  
 Applicant: Adam King, Robert Dean Developments  
 Case Officer: Russell Smith

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>5 bed</b>
<b>Existing</b>			1	
<b>Proposed</b>		1	3	

*All units are proposed for private sale*

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
3	7

1.1 This application is being reported to committee because public 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 Sustainable Regeneration is delegated authority to issue a Grant of planning permission subject to the following conditions and informatives:-

1. Development to be implemented within three years.
2. In accordance with the approved plans.

#### Pre-Commencement Conditions

3. Submission of Construction Logistics Plan to Council for approval prior to commencement of demolition/construction works.

#### Pre-Commencement Conditions (except for demolition and below slab level works)

4. Material and details to be submitted
5. Submission of SUDs details

#### Pre-Occupation Conditions

6. Full details of soft and hard landscaping, including new tree planting and biodiversity enhancements, and children's play space and boundary treatment to be submitted for approval and retained as appropriate thereafter.
7. Details of refuse and cycle storage to be submitted

#### Compliance Conditions

8. Development to meet energy efficiency/carbon reduction targets as appropriate.
9. Electronic Vehicle Charging Points and visibility splays on either side of the vehicular accesses serving the development shall be maintained for the lifetime of the development.
10. Implementation and adherence to actionable measures of Fire Strategy
11. Development to meet 110 litre per person/day water use target.
12. No windows/openings to be provided to western flank elevation other than as shown on approved plans.
13. First floor window on western flank elevation to be obscured.
14. Ground floor unit to meet M4(3) accessibility standards as appropriate.
15. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

#### **Informatives**

- 1) Community Infrastructure Levy
- 2) Code of practice for Construction Sites
- 3) Highways informative in relation to s278 and s38 works required
- 4) Compliance with Building/Fire Regulations
- 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.

## **2.0 PROPOSAL AND LOCATION DETAILS**

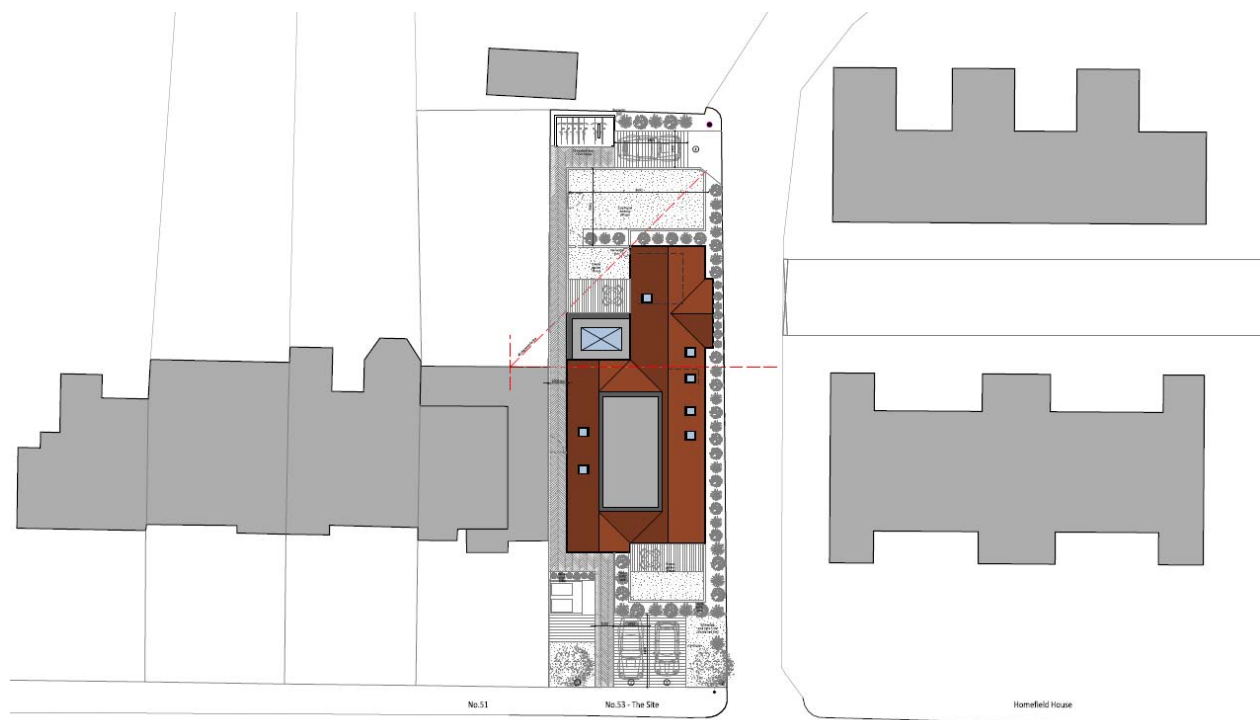
3.1 The proposal includes the following:

- Demolition of an existing bungalow and construction of a three storey detached residential building with accommodation in the roof space
- Creation of four residential units

- Associated bin and cycle storage
- Private and communal external amenity space, and landscaping
- Alterations to vehicular access and provision of three off-street parking spaces

3.2 The scheme has been amended during the course of the application:

- The number of proposed units has been reduced from 5 to 4 so that a three bedroom unit is now proposed on the ground floor, which meets M4(3) accessible design standards.
- The reduction in units has reduced the on-site parking by one space from four to three.
- The massing to the rear has been reduced.
- Relocation of rear window facing amenity of unit 1, to increase privacy.
- Additional side elevation windows facing Windmill Place development and minor alterations of aperture.
- Reduction of the ridge height of the side facing gable so it appears subordinate to the main ridge and relates to the neighboring development at Windmill Place.
- Access path to the side increased to 1.2m wide.
- Re-arrangement of communal amenity space which provides defensible space to the rear window of unit 1.



*Figure 1. Proposed Block Plan*

## Site and Surroundings

3.3 The application site lies on the north-east side of Homefield Road and currently comprises a single detached bungalow with detached garage to the rear. The site is located opposite the junction with Homefield Road and Lacey Drive with an access road along the eastern elevation which separates it from the Windmill Place

development. The surrounding area is residential in character and comprises of a mix house types, including two storey semi-detached houses, detached bungalows, and the 3-storey Homefield House/Windmill Place. A site visit was undertaken and noted that the site is relatively flat. The proposal would maintain the existing site levels and there are no requirements for excavation or retaining walls. The site sits within Tier III Croydon Downs Archeological Priority Area with the potential for archeological remains. A Written Scheme of Investigation has been provided dated May 2021, and a condition has been added in regards of this.

3.4 The site is not subject to any formal planning constraints. It is situated in an area with low risk of surface water flooding and has a Public Transport Accessibility Level (PTAL) of 1b.



Figure 2: Aerial street view within the surrounding streetscene

## Planning History

3.5 The most relevant planning history associated with the site is noted below:

- 18/05863/PRE, Demolition of existing bungalow and erection of a two and half storey building with accommodation in the roofspace comprising of 1 three bedroom, 1 two bedroom and 3 one bedroom flats.
- 19/05303/FUL, Demolition of an existing bungalow and construction of a two and a half storey detached residential building with accommodation in the roof space comprising 5 flats with associated bin and cycle stores, alterations to provide 4 car parking spaces at front. Permission refused:
  - **The development would provide sub-standard accommodation by reason of inadequate floor areas, poor communal space including poor accessibility and poor outlook resulting in loss of privacy and insufficient internal amenity for future occupiers and would thereby conflict with Policies SP2.8 and DM10.4 and DM10.5 of the Croydon Local Plan 2018, Policy 3.5 of the London Plan (consolidated with alterations since 2011), the DCLG Technical Housing Standards - Nationally Described Space Standard (March 2015), the Housing Supplementary Planning Guidance to the London Plan (March 2016)**

- **The development would be detrimental, negative and overbearing to the amenities of the occupiers of adjoining property by reason of visual intrusion and would thereby conflict with Policy DM10 of the Croydon Local Plan 2018 and 7.4 and 7.6 of the London Plan (consolidated with alterations since 2011) and Supplementary Planning Document - Suburban Design Guide.**
  - **The applicant has failed to demonstrate that adequate provision can be made for refuse provision and accessibility and would thereby conflict with Policies DM13 of the Croydon Local Plan 2018, 7.4 and 7.6 of the London Plan (consolidated with alterations since 2011) the Housing Supplementary Planning Guidance to the London Plan (March 2016) and Supplementary Planning Document - Suburban Design Guide.**
- 20/01556/FUL, Demolition of an existing bungalow and construction of a two and a half storey detached residential building with accommodation in the roof space comprising 5 flats with associated bin and cycle stores, landscaping, alterations to provide 4 car parking spaces at front. Permission Refused:
- **The development would provide sub-standard accommodation by reason of inadequate floor areas, poor communal space including poor accessibility and poor outlook, resulting in loss of privacy and insufficient internal amenity for future occupiers and would thereby conflict with Policies SP2.8 and DM10.4 and DM10.5 of the Croydon Local Plan 2018, Policy 3.5 of the London Plan (consolidated with alterations since 2011), the DCLG Technical Housing Standards - Nationally Described Space Standard (March 2015), the Housing Supplementary Planning Guidance to the London Plan (March 2016) and the Suburban Design Guide - Supplementary Planning Document (April 2019)**
  - **The development would be detrimental, negative and overbearing to the amenities of the occupiers of adjoining property by reason of visual intrusion and would thereby conflict with Policy DM10 of the Croydon Local Plan 2018 and Policies 7.4 and 7.6 of the London Plan (consolidated with alterations since 2011) and the Suburban Design Guide - Supplementary Planning Document (April 2019).**
  - **The refuse store would not be accessible and it has not been demonstrated an area for bulky goods would be provided and would thereby conflict with Policies DM13 of the Croydon Local Plan 2018, 7.4 and 7.6 of the London Plan (consolidated with alterations since 2011) the Housing Supplementary Planning Guidance to the London Plan (March 2016) and the Suburban Design Guide - Supplementary Planning Document (April 2019).**
  - **The applicant has failed to demonstrate the development would be accessible and adaptable and wheelchair user dwellings and would thereby conflict with Policy 3.8 of the London Plan (consolidated with alterations since 2011), the London Housing SPG and policy DM10 of the Croydon Local Plan (2018)**

#### 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate for its setting.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are acceptable and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety is considered acceptable.

#### 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 consulted upon in the form of letters of notification to 36 neighbouring properties as well as a site notice displayed. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 65    Objecting: 65 Supporting: 0    Comment: 0

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:

<b>Objection</b>	<b>Officer comment</b>
<b><i>Principle of development</i></b>	
Loss of family home, change from dwelling house to flats	This is addressed in section 8.2 and 8.20 of this report.
Overdevelopment of this type of development in the area	This is addressed in section 8.3 of this report.
<b><i>Design and appearance</i></b>	
Harm from the demolition of host property and surrounding area	This is addressed in section 8.4 to 8.19 of this report.
<b><i>Impact on amenities of neighbouring properties</i></b>	
Impact on neighbouring amenity including overlooking, privacy, loss of daylight and sunlight.	This is addressed in section 8.25 to 8.30 of this report.

<b><i>Amenity of future occupiers</i></b>	
Sufficient recreational space	This is addressed in section 8.20 to 8.24 of this report.
Poor layout and access to outlook	This is addressed in section 8.20 to 8.24 of this report.
<b><i>Environment</i></b>	
Impact on environment and wildlife, loss of garden and impact on badger sett.	This is addressed in section 8.39 of this report.
Air, noise and water pollution	This is a residential development in a residential area. There is no reason to expect that this proposal would have additional adverse impacts not expected in this area.  A Construction Logistics Plan would be required by condition.
<b><i>Highways and parking</i></b>	
Insufficient parking	This is addressed in section 8.36 of this report.
Impact on road safety	This is addressed in section 8.36 of this report
Already a problem with refuse in the area	Adequate bin storage is proposed in an area that is accessible by refuse collectors.
<b><i>Flooding</i></b>	
Flooding	This is addressed in section 8.40 of this report.
<b><i>Fire safety</i></b>	
Fire safety	This is addressed in section 8.42 of this report.
<b><i>Other matters</i></b>	
Rights of access	The access to the rear parking space is within the red line boundary. Certificates have been provided and as long as notice has been served on appropriate owners from a planning perspective this is

	acceptable in planning terms, as access rights are a civil matter.
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6.4 Old Coulsdon Residents Association object to this proposal on the following grounds:

- No significant change from previous applications
- The density of rooms combined with the adjacent development exceeds the PTAL maximum and is overdeveloped.
- Overlooking and overshadowing.
- Poor standard of accommodation.
- Traffic and highway concerns due to the proximity to the Secondary School.
- Flood issues.
- Badger sett in close proximity.

6.5 Cllr Bird objects to the proposal on the following grounds:

- Overbearing
- Overshadowing
- Design
- Overdevelopment
- Parking
- Health and Wellbeing
- Flooding and drainage
- Ownership

## **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 London Plan 2021, 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 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. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Delivering a sufficient supply of homes
- Promoting healthy and safe communities
- Promoting sustainable transport;
- Achieving well designed places;
- Conserving and enhancing the natural environment



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

#### London Plan 2021

- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- S4 Play and informal recreation
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- SI 2 Minimising greenhouse gas emissions
- SI 12 Flood risk management
- SI 13 Sustainable drainage
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6.1 Residential Parking
- T7 Deliveries, servicing and construction

#### 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 floor 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

There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- The Suburban Design Guide 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:

- Principle of development
- Design and impact on the character of the area
- Housing mix and quality for future occupiers
- Impacts on neighbouring residential properties
- Access and parking
- Landscaping
- Flood Risk and sustainability
- Other matters

### **Principle of Development**

8.2 All London Boroughs are required by the London Plan 2021 to deliver a number of residential units within a specified plan period. The Croydon Local Plan 2018 states there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 and separates this target into three relatively equal sub targets with 10,060 homes delivered across the Borough on windfall sites. 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. The London Plan 2021 Policy D2 on Small Sites advises that for London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority.

8.3 The application is for a demolition of the existing bungalow and construction of a new residential development providing additional homes within the borough. The existing use of the site is residential (C3) and as such the principle of redevelopment for residential purposes is acceptable in land use terms.

### **Design and impact on the character of the area**

8.4 The National Planning Policy Framework (NPPF) attaches great weight to the importance of design in the built environment. London Plan Policy D3 seeks to optimise site capacity through the design-led approach and Policies D4 and D5 require high quality architecture which contributes to the local architectural character. Policy SP4 and DM10 of the Croydon Local Plan (2018) reinforce these policies by confirming that the Council will require development to be of a high quality and be informed by the distinctive qualities, identity, topography and opportunities of the relevant places of Croydon.

## Height, Scale and Massing

8.6 Policies SP4.1 and DM10.1 of the Local Plan state 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. Proposals should seek to achieve a minimum height of 3 storeys, should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area. The London Plan Policy D3 requires new development to optimise site capacity through a design-led approach. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site.

8.7 The proposed building would be situated on a corner with two properties to the rear No.53a and No.55. The adjacent property No.51 is a two storey semidetached building with a single storey side/rear extension adjacent to the boundary with no. 53. Adjacent to the application site at former Homefield House (now Windmill Place), a mix of houses and flats have been built within 3-storey buildings under pitched roofs.

8.8 There have been a number concerns raised in representations in regards with the height, scale and massing of the building. Street scene drawings have been submitted which show the relationship between the proposed and neighbouring buildings, see Figures 3, 4 and 5.



*Figure 3. Proposed Front Elevation*



Figure 4. Proposed Rear Elevation



Figure 5. Existing and Proposed Street Scene.

8.9 The proposal would significantly increase the scale and massing compared to the existing bungalow. While the proposal would be three stories in height and the roof would be higher than No. 51 Homefield Road, the ridge and eaves heights would be lower than those at Windmill Place, allowing the development to relate to the street scene. This gentle increase in scale when read from the street scene in context with the development at Windmill Place allows the proposal to transition in terms of height, see Figure 5.

8.10 The height of the proposal complies with Policy DM10.1, where it states that that whilst seeking to achieve a maximum of 3 storeys it must relate to the character of the area. Additionally, it follows the Suburban Design Guidance which states that where surrounding buildings are predominantly semi-detached homes, new

developments should seek to accommodate a full third storey partially within the roof space to ensure the characteristic scale of the buildings along the street is maintained, see Figure 6. This design guidance has been followed. Officers consider that the density of the scheme would be appropriate and that the proposed development has taken a design-led approach.



Figure 2.10e: Where surrounding buildings are semi-detached homes in a planned estate, new developments should seek to accommodate a full third storey partially contained within the roof space to ensure the characteristic scale of the buildings along the street is maintained.

*Figure 6. Figure 2.10e, from the Suburban Design Guide SPG*

8.11 A gap of approximately 1.2m would be retained to the boundary with No.51, and the roof would be pitched to ensure the building does not appear cramped in the plot and maintains sky views between roofs. The proposal maintains reasonable separation from the adjacent buildings of No.51 and Windmill Place which is considered to enable the mass and bulk to sit comfortably within the character of the area.

### Design

8.12 The dwellings along Homefield Road are predominantly semi-detached two storey and detached bungalows with relatively tight relationships and garages built between. Roof forms mostly maintain “V” shaped gaps between buildings, with the occasional hip to gable roof extensions.

8.13 The proposed architectural expression follows a “contemporary reinterpretation” approach to character (Suburban Design Guide 2.8). The main entrance would be located to the front of the building facing Homefield Road on the prominent stepped front gable, which is a clearly defined entrance point. Side access is proposed at the boundary with No.51 to the rear amenity space via a gate. At the ground floor the site provides soft landscaped amenity space to the front of the building for the duplex unit and two parking spaces, with an appropriate balance of hard and soft landscaping provided through the use of new planting. This would result in a significant increase in soft landscaping compared to the existing situation, as the existing area to the front of the building is predominately hard standing. The proposed building has a dog legged appearance to the rear and includes a single storey element at the boundary with No. 51. The single storey element projects around 3.5m to avoid harm of the adjoining neighbouring amenity whilst retaining a holistic approach for the site.

8.14 At first floor level floor the building incorporates a steel planter in the recessed front elevation window to add some interest and contrast, this is repeated on some of the side elevation windows to tie-in this element of design. The first floor rear elevation introduces a recessed balcony. The previous schemes highlighted within the refusal

raised no concerns with the recessed balconies, which are considered acceptable in terms of impact on the character of the area and locality.

8.15 The second floor is accommodated within the roof space. The double gabled roof design reflects the wider street scene, in terms of the symmetrical twin gables, particularly on semi-detached buildings. One of the gables to the front of the building incorporates a recessed terrace area using the full gabled pitched form. Gabled roof forms are also used to in the rear elevations roof, where another recessed balcony is also included using the full aperture of the gabled end. The roof accommodates a gable in the east elevation facing the access road. The prominent gables to the front and rear of are part of an overall design that is informed by the character of the street and the re-interpretation is acceptable in this context. The rhythm of the fenestration with slightly oversized openings provides interest and responds to the proportions of the proposed elevations.

8.16 The materials at No. 51 Homefield Road are a mix of brick/pebbledash and paint/render, see Figure 7. The existing bungalow is white with grey window frames. The material approved at Windmill Place are Grey stock brick with zinc roof, as shown in Figure 8.



*Figure 7. 51 Homefield Road*



*Figure 8. Windmill Place*

8.17 The building is proposed in off white painted brick, a projecting band of vertical brick work at first floor in off white, red/brown roof tile, light grey window frames, light grey painted steel planter boxes, light grey painted steel balustrade and roof lights. Taking into account the adjacent buildings, as well as the noted historic applications, which set out a similar material palette and were considered acceptable. These materials are considered acceptable subject to a condition to ensure final details.

8.18 It is proposed that the front/garden area would provide outdoor amenity space, refuse store and parking. This area is currently used solely as a parking area with hard standing throughout (as seen in Figure 7). The positioning and structure of the bulky waste area was a concern for the previous proposal, where it was considered that due to the size, siting and height of the refuse store in relation to the proposed building, it is considered the refuse store would be poorly sited which would affect the appearance of the proposed building in the street scene. The proposal has overcome this by reducing scale and prominence of the refuse store, the height will be around 1.3m overall and will sit slightly proud of the boundary wall by 0.2m, which is considered acceptable. The re-positioned vehicular access allows a better defined and focussed entrance path to be created and is not considered to impact on the character of the area compared to the current situation.

8.19 Given the location of the proposed building, on a corner plot, the size, siting and design of the proposed development, it is considered the proposed building would make a positive addition to the visual amenity of the street scene and character of the area.

## **Housing Mix and Quality for Future Occupiers**

### Housing Mix

8.20 Local Plan Policy DM1.2 requires there to be no loss of 3 bedroom homes as originally built or homes under 130m<sup>2</sup> and Policy SP2.7 sets a strategic target for 30% of all new homes to have three or more bedrooms. The existing building comprised three bedrooms as originally built and the existing floor area less than 130m<sup>2</sup>. The scheme proposes 3x three bedroom units and complies with the above-mentioned policy requirement. Therefore, there is no net loss of family homes. As amended the scheme also contributes to the strategic target (Policy SP2.7) for 30% of all new homes up to 2036 to have three or more bedrooms.

### Quality of accommodation

8.21 Well designed homes are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. Homes should meet the needs of a diverse range of users, taking into factors such as ageing population and cultural differences. They are adequate in size, fit for purpose and are adaptable to the changing needs of their occupants over time. The previous application raised issues with the quality of accommodation for future occupiers by reason of inadequate floor areas, poor communal space including poor accessibility and poor outlook, resulting in loss of privacy and insufficient internal amenity for future occupiers. The proposal

has overcome these issues through a significantly re-designed layout. The previous application accommodated five units, which has now been reduced to 4 units. This has resulted in additional space to meet the minimum space standards which was a reason for refusal on the previous application. Other concerns raised in the previous application were the relationship of the front ground floor flat in proximity to the refuse store in terms of outlook and visual intrusion, see Figure.9. The revised layout has resulted in the front unit being converted to a duplex, the main entrance moved towards the front of the building and repositioned refuse storage which has addressed this refusal reason, see Figure 10. As a result of the re-design, all units would also be dual aspect.

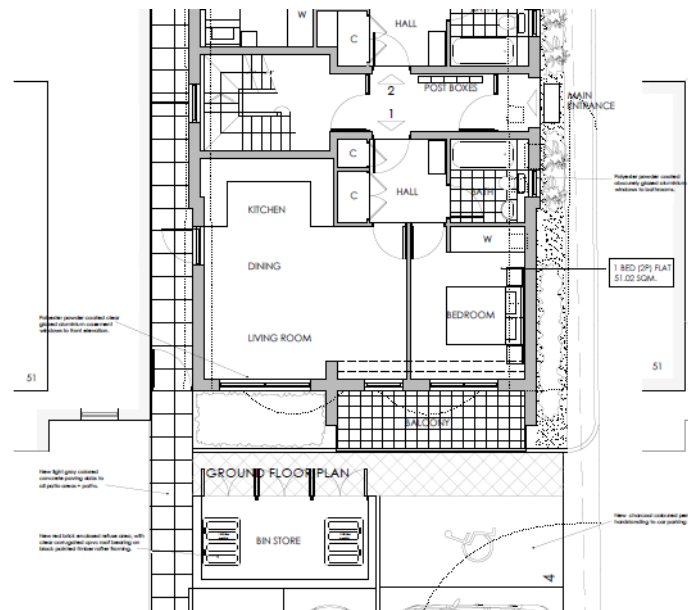


Figure 9. Previous planning application (20/01556/FUL) ground floor layout

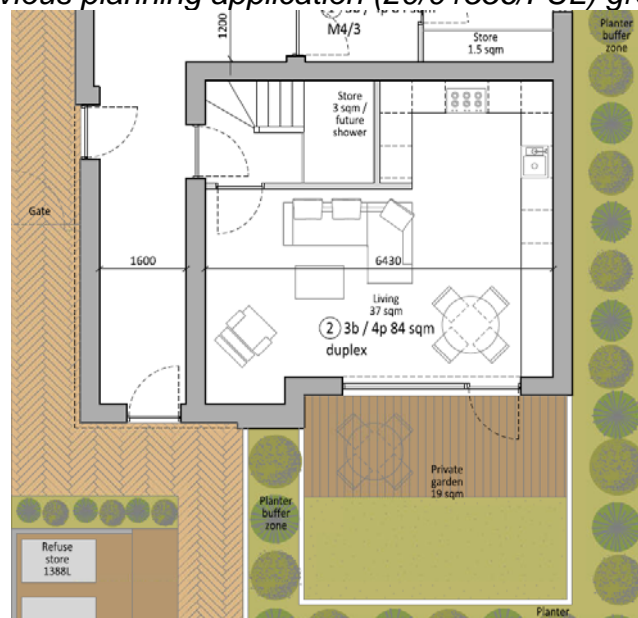


Figure 10. Proposed ground floor layout

8.21 Access and separation of the communal/private amenity space was considered unclear, poorly sited and inaccessible for future occupiers in the previous application. The proposal now shows defined areas for Flat 1, defensible space from the ground



floor units and designated access through the building behind a side gate which is now considered acceptable. The positioning of the large brick refuse store was considered inaccessible due to the size of the bins and proximity to the front of the building, as shown in Figure 9, has been overcome through re-positioning an orientation as shown in Figure 10.

8.22 In terms of accessibility, Policy D7 and H2 of the London Plan set out that to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. Supporting paragraphs to Policy D7 (paragraph 3.7.6) of the London Plan state that in exceptional circumstances the provision of a lift to dwelling entrances may not be achievable. In some circumstances, and only in blocks of four storeys or less, it may be necessary to apply some flexibility in the application of this policy. This includes in specific small-scale infill developments. Supporting text to Policy H2 says at Paragraph 4.2.9 that homes located on the ground floor on minor developments should meet the requirements of Policy D7 Accessible housing. Homes that are not on the ground floor on minor developments can comply with the M4(1) standard, which does not require step-free access, where provision of step-free access would be unfeasible. The previous application was not considered compliant with either M4(2) or M4(3) and was refused on this ground. The new proposal spreads four units over three levels, with one unit occupying the roof space accessed from the first floor. The proposal has two units with step-free access. It provides one M4(3) unit (25%) which is in excess of the policy requirement, and one duplex with step-free access, which is capable of being an M4(2) unit. The other two units would not have step-free access, being accessed by a staircase, and in order to achieve M4(2) compliance would require the installation of a lift. Taking into account the nature of the development, being a minor scheme of 4 units and only 2 of the units being located above the ground floor, in this circumstance the lack of a lift is considered acceptable and the M4 (3) unit will be secured via condition accordingly. Overall, all of the proposed units meet the national space standards in terms of their size and individual room sizes have dual aspect and provide good quality accommodation for future occupiers.

8.23 DM10.4 of the Croydon Local Plan requires all proposals to provide a minimum amount of private amenity space of 5m<sup>2</sup> per 1-2 person unit and an extra 1m<sup>2</sup> per extra occupant thereafter. All the units have access to acceptable private amenity space and also communal space accessed to the side of the building. A communal garden area is provided at the rear of the property incorporating children's play space. Full details of the landscaping and children's play space will be secured by condition.

8.24 Overall the development is considered to result in development with acceptable quality for future occupiers.

### **Amenity of neighbouring properties**

8.24 Policy DM10.6 of the Local Plan 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. The properties that have the potential to be most affected by the development are the adjacent properties at 51, 53a, 55 Homefield Road and Windmill Place, see Figure 11.



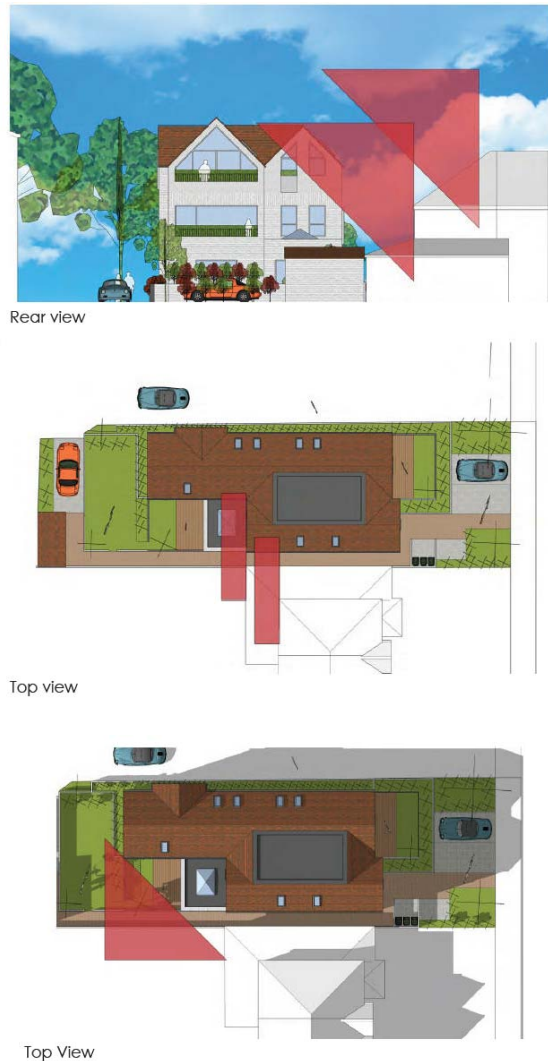
*Figure. 11: Proposed Block Plan*

8.25 The Suburban Design states “it should be demonstrated that there would be no unreasonable impact on neighbour amenity, the projection beyond the rear building line may need to step down in height and width to meet the following guidance:

- It follows the 45 degrees rule demonstrated in Figure 2.11b and 2.11c. In exceptional circumstances, where orientation, topography, landscaping and neighbouring land uses allow, there may be scope for a depth beyond 45 degrees.
- The flank wall is designed to minimise visual intrusion where visible from neighbouring properties.”

#### 51 Homefield Road

8.26 The impact on the amenity of neighbouring properties was a reason for refusal on the previous application, which did not respect a 45 degree guideline when measured from the nearest habitable windows of No.51. The proposal has addressed these concerns, as shown in Figure 12.



*Figure 12. 45 degree tests*

8.27 The proposed building would be adjacent to the boundary with No. 51. There is 1.2m separation from the boundary with No.51. No 51 has a single storey side/rear extension to the boundary with no. 53. From the planning history in relation to No. 51 (13/00635/P) the window at front serves a bedroom and the rear facing window adjacent to the boundary serves an open plan kitchen/diner. There is a wooden fence along the side boundary. Additionally, No. 51 has a bathroom window in the main rear wall at first floor level adjacent to the boundary and a landing window in the side elevation at first floor level. As previously discussed, the proposed building has a stepped rear form, with a single storey element projecting around 3.5m from the rear wall of No.51 and the three storey outrigger element projecting around 8m. As shown above in Figure 12, the stepped rear arrangement respects the 45 degree angle, when measured from the nearest ground floor habitable window. Additionally, due to the stepped rear appearance the proposal respects the height of the projection beyond the boundary is no greater than 45 degrees at both ground and first floor level.

8.28 Concerns were raised in the previous application in regards to the positioning and mass of refuse storage, positioned 1m from the boundary with No.51 was considered to be visually intrusive to the occupiers. As previously discussed the mass and scale of the refuse storage has been reduced with only a small increase above

the boundary wall. This is not considered to have an overbearing impact upon the amenities of the adjoining occupiers.

### 53a and 55 Homefield Road

8.31 The previous scheme had a comparable separation from 53a and 55 Homefield Road/Homefield Cottage (to the rear) of around 18m (see Figure 12 for locations). No concern was raised with the previous application in terms of impact on these neighbouring buildings, in terms of separation distances and the current arrangement. This proposal is not considered to have a significant impact on the amenities beyond the previous application. A representation was received in relation of the cottage to the rear of the site being “marooned”. The properties to the rear are separate from the properties fronting Homefield Road and the proposal would increase the prominence of the access to No. 53a and 55, including increased overlooking of the access. This would not have an undue impact on the setting of No.55/‘Homefield Cottage’ and in some respects could be said to better integrate it into the wider setting.

### Windmill Place

8.32 A residential development, named Windmill Place, has been erected on the adjacent site on 57 Homefield Road/ Homefield House, providing a mix of houses and flats. The development fronts onto Homefield Road with some accommodation at rear adjacent to no. 53 Homefield Road, see Figure 13.



Figure 13. Windmill Place

8.33 The proposal would have secondary bedroom windows facing Windmill Place. Windmill Place has no side elevation windows facing the proposal site and there is a separation of around 8.5m across the access drive (to nos.53a and 55), which is considered reasonable for properties across a street-facing elevation. Additionally the

previous application did not raise an issue with the relationship and in this context is considered acceptable.

8.34 With regards to noise, disturbance, pollution, rubbish/refuse, impact on the enjoyment, officers are satisfied that the development would not have a significant impact on neighbouring properties and would not introduce sufficient harm to substantiate a sustainable reason for refusal (in view of the current policy position).

8.35 Concerns in regards to the disruption from building works/noise/dust/inconvenience have been received. The Council has a code for construction sites "Code of Practice on the Control of Noise and Pollution from Construction Sites" which has been included as an informative (in the event planning permission is granted) which should be adhered to and a pre-commencement condition for a Construction Logistics Plan has been recommended.

### **Access and Parking**

8.36 The application site is not located within a controlled parking zone and has a Public Transport Accessibility Level (PTAL) of 1b indicating poor access to public transport. London Plan (2021) standards suggest that up to a maximum of 1.5 spaces per unit should be provided. Therefore the proposal should provide a maximum of 6 parking spaces. Three car parking spaces are proposed to serve the 4 units, two to the front from the repositioned vehicular crossover from Homefield Road, and one to the rear accessed from the private access road. Although this is lower than the maximum standard, the previous application proposed four spaces for five units (0.8 spaces per home) and was not refused on parking grounds. The proposal provides a comparable ratio (0.75 spaces per home) and the view of officers is that there have not been material changes since the previous application which would justify a different approach. The National Planning Policy Framework (NPPF) advises that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or severe impacts on the road network. No parking stress survey was submitted with the application. The survey results from the 2016 planning application at 57 Homefield Road (16/06400/FUL, next door) identified 39% parking stress overnight (81 available spaces) and 21% stress (105 available spaces) at school pick up time for the Oasis Academy (15:45). Although this may have changed, the site does not have high parking stress, and the proposal would not result in severe highway impacts. On that basis, the proposed parking is considered to be justified and would not warrant refusal in this case. .

8.37 London Plan (2021) Policy T5 requires a minimum of 1.5 cycle parking spaces per studio/1 bed unit and 2 cycle parking spaces per 2 bed+ unit (7.5 spaces for the proposed development). The plans show a cycle storage area to the rear of the building to accommodate 8 cycles which would be acceptable, and secured by condition.

8.38 The refuse/recycling store is located to the front of the building alongside a bulky waste area. Details of screening for this area will be secured by condition.

### **Ecology and Landscaping**

8.39 There are no Tree Preservation Orders on the site or adjoining properties and the proposal does not result in the removal of any mature trees. There are no specific concerns relating to ecology or biodiversity. Whilst some hedging would be removed to facilitate the development, it is proposed to provide replacement planting and additional landscaping which would significantly improve the sites visual amenity within the surrounding context. Full details of the proposed landscaping on-site will be secured by condition.

### **Flood Risk and sustainability**

8.40 The site is within an area at low surface water flood risk with the exception being the highway area and some parts of the property frontage and limited potential for groundwater flooding. A Flood Risk Assessment has been submitted as part of the application and outlines that permeable paving will be used for all hard surfacing and a rainwater tank filter system will be used to collect water to the rear of the building. Such measures could be secured by a condition requiring a Sustainable Urban Drainage strategy.

8.41 The Local Plan and London Plan seek high standards of design and construction in terms of sustainability and set out Local and National CO2 reduction targets. Conditions can be used to ensure CO2 reduction compliance (a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013),) and to ensure water use targets (110 litres/person/day) have been met following construction.

### **Fire safety**

8.42 According to Policy D12 of the London Plan (2021), all development proposals must achieve the highest standards of fire safety and ensure that they identify suitable outdoor space for fire appliances and assembly points; incorporate appropriate fire safety features; minimise the risk of fire spread; provide suitable and convenient means of escape (incl. a robust strategy for evacuation); and suitable access and equipment for firefighting. The details on Fire Safety Statement submitted by the Applicant's Authorised Agent were considered to sufficiently address the requisite fire safety measures/procedures, and a planning condition is recommended to secure compliance.

### **Other matters**

8.43 Representations have raised concerns that local services will be unable to cope with additional residents moving into the area and the impact on local infrastructure. 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.

### **Conclusion**

8.44 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and would not harm the visual amenities of the area or adjoining occupiers. The proposed impact on the highway

network and parking provision is acceptable, having taken into consideration the existing situation within the surrounding area and its location. The proposal is therefore overall considered to be in accordance with the relevant policies.

8.45 All other relevant policies and considerations, including equalities, have been taken into account.