

**Chief executive's department**

Planning division  
 Development management (5th floor -  
 hub 2) PO Box 64529  
 LONDON SE1P 5LX

**Your Ref:****Our Ref:** 16/EQ/0420**Contact:** Christopher Kirby**Telephone:** 0207 525 0952**E-Mail:** Christopher.kirby@southwark.gov.uk**Web Site:** <http://www.southwark.gov.uk>

Dear MR BURGESS

**Date:** 17/02/2017

**TOWN & COUNTRY PLANNING ACT 1990 (as amended)**  
**PRE-APPLICATION ENQUIRY**

**At:** LAND ADJACENT TO 29 DULWICH WOOD AVENUE, LONDON,  
 SE19 1HG

**Proposal:** Proposed new three bedroom, part two-storey, part single  
 storey dwelling.

I write in connection with your pre-application enquiry received on 21/12/2016 regarding a scheme to redevelop the site above. This letter summarises the council's written advice on your proposal and whether, based on the details submitted, it meets local planning requirements

**Planning Policy**

The statutory development plan for the borough comprises The London Plan consolidated with further alterations (March 2015); The Core Strategy (2011) and saved policies from the Southwark Plan (2007).

The site is located within  
 the:

- Suburban density zone -  
 South
- The site is not located with a conservation  
 area

There are no heritage assets within the site boundary area nor in the wider context of the site.

**Other key material considerations**

The National Planning Policy  
 Framework

**Land Use**

The proposed residential use is acceptable in principle on the site. The surrounding area is primarily residential. The existing use is a vacant garage that does not have protection under the Southwark Plan 2007.

**Access and site layout**

The proposed site layout is logical with the entrance to the property located on Dulwich Wood Avenue with some private amenity space located to the rear of the property, facing the rear garden of adjacent dwelling houses. Refuse storage has not been clearly incorporated into the elevation, however sufficient space would be available at the front of the property.

No cycle storage has been provided/shown on the plans. However, once again it would appear that sufficient space is provided at the entrance to the dwelling and when taking into consideration that the scheme is for a single family dwelling cycling storage could be utilised within the dwelling.

A single off road parking bay has been provided at the front of the property. This would be in keeping with the existing pattern of off road parking facilities along Dulwich Wood Avenue.

### **Detailed design**

The proposed design details and elevation treatment is largely appropriate in the surrounding context.

The scale of the building is considered to be appropriate as it has taken into account the design and layout of the surround properties. This particular section of Dulwich Wood Avenue see a row of semi-detached properties which appear to encroach closer to the street in a South Eastern direction. The new build would continue this pattern as the front elevation would be set slightly in front the neighbouring property to the North West. The existing wooden fence which surrounding the site would be removed and a new boundary wall would be built that tappers away from the street in a north western direction. This would introduce a new feature along the road as all existing dwelling are completely flush/parallel to the street. Whilst this may be a new feature to the street scene, it is one that is consider to be a welcome change as it would break the existing 50m long stretch of harsh rear boundary walls located at the south eastern end of the street.

The new dwelling would be a part two-storey part single storey building with a pitched rood. The single storey element would mainly be along the south eastern side of the site with the two storey element being located along the boundary wall with No. 29 Dulwich Wood. The scale of the two storey would be designed in such a way to ensure that it is in keeping with the existing properties along the Dulwich Wood Avenue. The site is located on a hill and as a result the ridge line would be slightly higher than that of the neighbouring property.

Overall the bulk and scale of the scheme would likely be considered acceptable based on the plans which have been submitted. The details of the materials have yet to been confirm and as such it is advised that these materials are as in keeping with the existing materials on the neighbouring properties as possible. Key attention will need to be given to the type of materials used on the front fence.

### **Density**

The proposal is estimated to have a density of 158 habitable rooms per hectare in the Suburban Zone - South, which is below the expected density range of 200 to 350 set out within Core Strategy Policy 5.

Whilst the density is lower than what is usually consider acceptable within this particular zone, when taking into account the context of the surrounding properties it is considered that a larger/most dense layout would lead to a dwelling that would not be in keeping with the area and have additional amenity impacts on the neighbouring properties. Therefore, this particularly low density would likely be acceptable.

### **Housing Quality**

The proposed dwelling would meet the internal space standards for a new dwelling and all three rooms would meet the size standards for double bedrooms size requirements of the Residential Design Standards. Each habitable room would have vertical windows for outlook and provision of good levels of natural daylight and sunlight.

Outdoor amenity space would be provided at the rear of the property. Whilst the layout of the dwelling does slightly divide the rear garden into two halves it is still considered acceptable as it provides sufficient outdoor space.

### **Amenity impacts**

The proposed site layout and massing is unlikely to have a harmful impact on neighbouring occupiers to the south along Colby Road in terms of daylight/sunlight, overlooking and outlook due to the building's relatively small size and the distance between the properties. However, there is some concern regarding a loss of light at the No. 29 Good Wood Avenue. It is therefore recommended that a daylight and sunlight test is submitted to substantiate the level of harm that the proposed scheme may have.

### **Trees**

A full arboricultural assessment and method statement should be provided if a full application is to be submitted, identifying the potential harm that the works may have on the tree to the rear of the property.

### **Transport and servicing issues**

### Car parking

The proposal would provide 1 car parking spaces which equates to 1 spaces per dwelling, which is acceptable within this location.

### Cycle parking

The submitted proposal would provide 0 residential cycle parking spaces which equates to 0 cycle space per dwelling which is not considered acceptable. Sufficient space is provided on site and if a full application is to be submitted it is advised that further clarity on this matter is provided.

### Servicing

The information provided indicates that servicing would take place from Dulwich Wood Avenue and it is considered that these servicing arrangements are acceptable.

### **Community Infrastructure Levy**

This development will be subject to the Mayoral CIL and Southwark CIL. The charge will be calculated according to the amount of new floor space the development will provide. It is necessary to complete a 'Planning Application Additional Information Requirement Form' to determine the amount of chargeable floorspace on the site and submit this with any formal planning application on the site. The amount to be paid is calculated when planning permission is granted and it is paid when development starts. Further details about the CIL can be found using the links below.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

<http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11>

### **Conclusion**

The proposal is considered to be appropriate in land use terms. The proposed residential accommodation is considered to be of an acceptable standard for the reasons set out above. The proposal, at most is considered to have an acceptable impact upon neighbours' amenity, however, a daylight and sunlight impact assessment is advised if a full application is to be submitted. Further details on the intended material would be required and subject to further assessment.

For the above reasons the proposal, subject to design clarity and submission of further information regarding daylight and sunlight, transport impacts, is worth submitting as a planning application in its current form.

This advice is given to assist you but is not a decision of the Council. Further issues may arise following a formal planning application, where a site visit and public consultation and consultation with statutory consultees would be undertaken.

Please accept this letter as the closure of your current enquiry.

Yours sincerely

*Simon Bevan*  
Director of Planning