

**PART 6: Planning Applications for Decision**

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**1 INTRODUCTION**

- 1.1 In this part of the agenda are reports on planning applications for determination by the Planning Committee.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 Any item that is on the agenda because it has been referred by a Ward Member, GLA Member, MP, Resident Association or Conservation Area Advisory Panel and none of the person(s)/organisation(s) or their representative(s) have registered their attendance at the Town Hall in accordance with the Council's Constitution (paragraph 3.8 of Part 4K – Planning and Planning Sub-Committee Procedure Rules) the item will be reverted to the Director of Planning to deal with under delegated powers and not be considered by the committee.
- 1.4 The following information and advice applies to all reports in this part of the agenda.

**2 MATERIAL PLANNING CONSIDERATIONS**

- 2.1 The Committee is required to consider planning applications against the development plan and other material planning considerations.
- 2.2 The development plan is:
  - the London Plan July 2011 (with 2013 Alterations)
  - the Croydon Local Plan: Strategic Policies April 2013
  - the Saved Policies of the Croydon Replacement Unitary Development Plan April 2013
  - the South London Waste Plan March 2012
- 2.3 Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming that they raise town planning matters) the primary consideration, irrespective of the number of third party representations received, remains the extent to which planning proposals comply with the Development Plan.
- 2.4 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.

- 2.5 Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 2.6 Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.
- 2.7 In accordance with Article 31 of the Development Management Procedure Order 2010, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
- 2.8 Members are reminded that other areas of legislation covers many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
- **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
  - Works within the highway are controlled by **Highways Legislation**.
  - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
  - Works on or close to the boundary are covered by the **Party Wall Act**.
  - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

### 3 ROLE OF THE COMMITTEE MEMBERS

- 3.1 The role of Members of the Planning Committee is to make planning decisions on applications presented to the Committee openly, impartially, with sound judgement and for sound planning reasons. In doing so Members should have familiarised themselves with Part 5D of the Council's Constitution 'The Planning Code of Good Practice'. Members should also seek to attend relevant training and briefing sessions organised from time to time for Members.
- 3.2 Members are to exercise their responsibilities with regard to the interests of the London Borough of Croydon as a whole rather than with regard to their particular Ward's interest and issues.

### 4. THE ROLE OF THE CHAIR

- 4.1 The Chair of the Planning Committee is responsible for the good and orderly running of Planning Committee meetings. The Chair aims to ensure, with the assistance of officers where necessary, that the meeting is run in accordance with the provisions set out in the Council's Constitution and particularly Part 4K of the Constitution 'Planning and Planning Sub-Committee Procedure Rules'. The Chair's most visible responsibility is to ensure that the business of the meeting is conducted effectively and efficiently.
- 4.2 The Chair has discretion in the interests of natural justice to vary the public speaking rules where there is good reason to do so and such reasons will be minuted.

- 4.3 The Chair is also charged with ensuring that the general rules of debate are adhered to (e.g. Members should not speak over each other) and that the debate remains centred on relevant planning considerations.
- 4.4 Notwithstanding the fact that the Chair of the Committee has the above responsibilities, it should be noted that the Chair is a full member of the Committee who is able to take part in debates and vote on items in the same way as any other Member of the Committee. This includes the ability to propose or second motions. It also means that the Chair is entitled to express their views in relation to the applications before the Committee in the same way that other Members of the Committee are so entitled and subject to the same rules set out in the Council's constitution and particularly Planning Code of Good Practice.

## **5. PROVISION OF INFRASTRUCTURE**

- 5.1 In accordance with Policy 8.3 of the London Plan (2011) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund Crossrail. Similarly, Croydon CIL is now payable. These would be paid on the commencement of the development. Croydon CIL provides an income stream to the Council to fund the provision of the following types of infrastructure:
- i. Education facilities
  - ii. Health care facilities
  - iii. Projects listed in the Connected Croydon Delivery Programme
  - iv. Public open space
  - v. Public sports and leisure
  - vi. Community facilities
- 5.2 Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through A S106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

## **6. FURTHER INFORMATION**

- 6.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

## **7. PUBLIC SPEAKING**

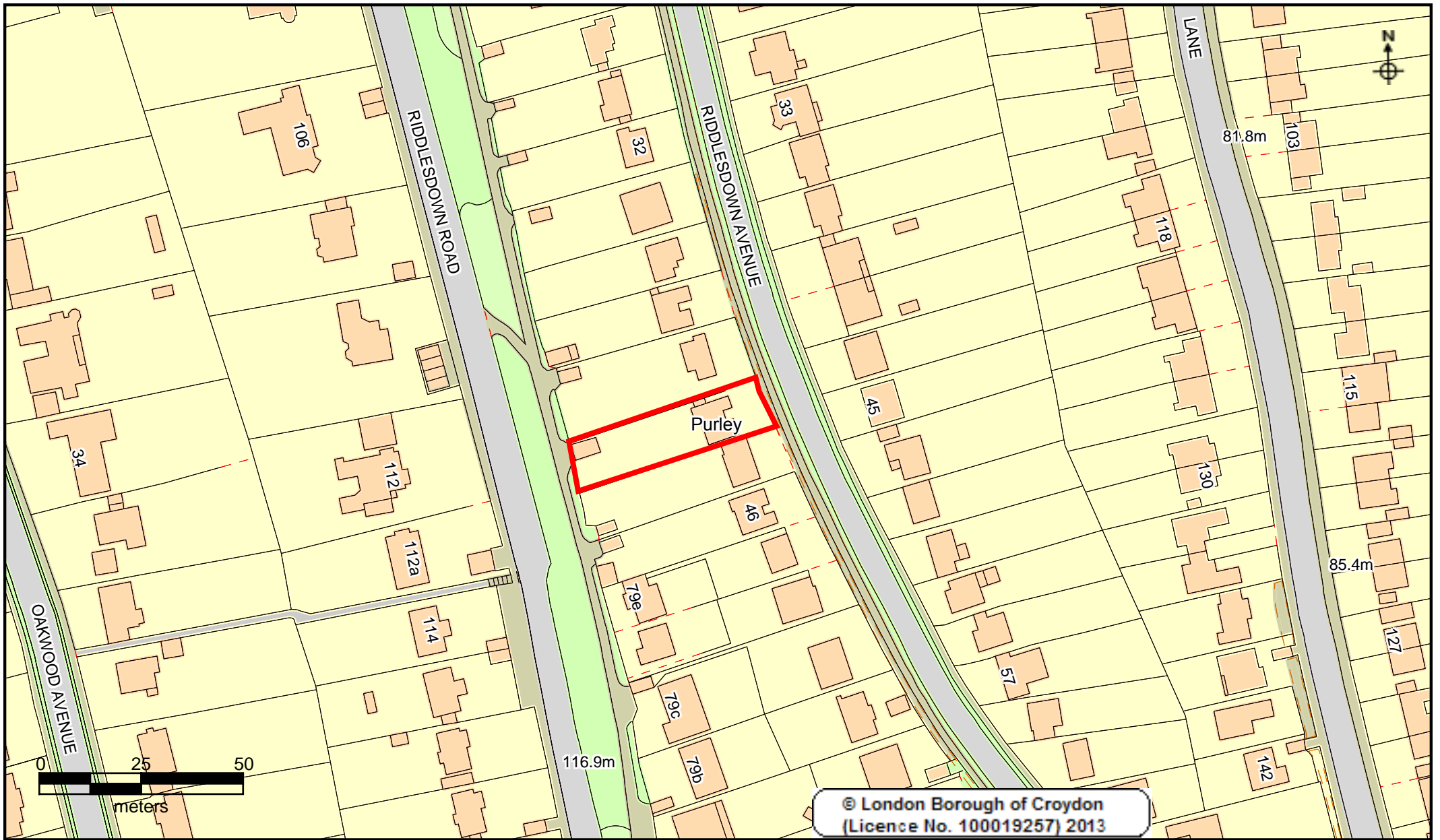
- 7.1 The Council's constitution allows for public speaking on these items in accordance with the rules set out in the constitution and the Chair's discretion.

## **8. BACKGROUND DOCUMENTS**

- 8.1 The background papers used in the drafting of the reports in part 6 are generally the planning application file containing the application documents and correspondence associated with the application. Contact Mr P Mills (020 8760 5419) for further information. The submitted planning application documents (but not representations and consultation responses) can be viewed online from the Public Access Planning Register on the Council website at <http://publicaccess.croydon.gov.uk/online-applications>. Click on the link or copy it into an internet browser and go to the page, then enter the planning application number in the search box to access the application.

## **9. RECOMMENDATION**

- 9.1 The Committee to take any decisions recommended in the attached reports.



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COUNCIL**

**London Borough Croydon**

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02-May-2017



**PART 6: Planning Applications for Decision**

**Item 6.1**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 17/01054/FUL  
 Location: 42 Riddlesdown Avenue, Purley CR8 1JJ  
 Ward: Purley  
 Description: Erection of three bedroom detached dwelling at rear of 42 Riddlesdown Avenue  
 Drawing Nos: Proposed rear elevation CR1 dated 10/04/2016; Block Plan CR1 R4 dated 10/04/2016; Proposed Lower Ground Floor Level CR1 dated 10/04/2016; Proposed First Floor Level CR1 dated 10/04/2016  
 Applicant: Mr Daniel Brown  
 Agent: Mr Paul Stephens  
 Case Officer: Robert Naylor

	<b>studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
<b>Houses</b>	0	0	0	1	0

*All units are proposed for private sale*

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
2	0

1.1 This application is being reported to Planning Committee because the 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 Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials to be submitted
- 3. Details Refuse/Cycles/Boundary to be submitted
- 4. Details of car parking as specified
- 5. No additional windows in the flank elevations
- 6. Hard and soft landscaping to be submitted to incorporate SuDS
- 7. Removal of permitted development rights for extensions and outbuildings
- 8. 19% Carbon reduction
- 9. 110l Water usage
- 10. Permeable forecourt material
- 11. Construction Logistics Plan to be submitted
- 12. Time limit of 3 years

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

### **Informatives**

- 1) Removal of site notices
- 2) Community Infrastructure Levy
- 3) Code of practise for Construction Sites
- 4) Wildlife protection
- 5) Possible improvements to access road
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

- Demolition of existing garage
- Erection of a two storey building comprising 1 x three bedroom house fronting Riddlesdown Road
- Provision of one off-street space associated with number 42 Riddlesdown Avenue and an area of hardstanding for the proposed dwelling to accommodate 2 cars.
- Provision associated refuse/cycle stores

### **Site and Surroundings**

- 3.2 The application site is located to the rear of 42 Riddlesdown Avenue however the application site would “front” the eastern side of Riddlesdown Road. The site is currently occupied by a detached dilapidated garage fronting an access road beyond a grass verge on the eastern side of Riddlesdown Road, serving the other properties and garages on this side of Riddlesdown Road.
- 3.3 The surrounding area is residential in character, made up of single/two storey detached and semi-detached properties of varied character. 42 Riddlesdown Road was a single storey detached dwelling but is currently under construction for various works which are subject to separate planning permissions.
- 3.4 A number of detached single/two storey dwellings to the south of the application site have been constructed in the rear gardens of properties in Riddlesdown Avenue, fronting Riddlesdown Road. Land levels fall steeply from west to east and as such the properties located in Riddlesdown Avenue are located on a significantly lower land level to the application site.
- 3.5 The site is not subject to any constraints identified in the Croydon Local Plan Proposals Map (2013). Riddlesdown Road is a Local Distributor Road and area of surface water flood risk.

## **Planning History**

- 3.6 There is planning history associated with 42 Riddlesdown Avenue as follows:
- A lawful development certificate was granted in February 2017 (Ref: 16/06076/LP) for the erection of gable end roof extension with dormer extensions in rear roof slope and two rooflights at front
  - A prior approval decision was issued (Ref: 16/06077/GPDO) in January 2017 for the erection of single storey rear extension projecting out 6.13 metres with a maximum height of 3 metres.
  - There is a current application (Ref: 17/01154/HSE) for the formation of terraced area at rear with external staircase and balustrading. This has yet to be determined.
- 3.7 Works have commenced on the roof and the rear extensions under the aforementioned approvals. However, these works are currently the subject of an enforcement investigation (Ref: 17/00187/DEV).
- 3.8 The application site concerns the area of land at the rear of 42 Riddlesdown Avenue which has been subdivided from the host property and as such this planning unit has no associated history. There is relevant history associated with the adjoining sites both of which are currently under construction:
- Planning permission (Ref: 16/03789/P) was granted in October 2016 for the erection of a three bedroom detached house at the rear of 44 Riddlesdown Avenue
  - Planning permission has also granted at the rear of 46 Riddlesdown Avenue (Ref: 16/02755/P) in October 2016 for the demolition of garages at rear; erection of three bedroom detached house with garage fronting Riddlesdown Road.

## **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 given the context of the site
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The impact upon highway safety and efficiency is considered acceptable and can be controlled through a condition.
- Sustainability aspects can be controlled by condition

## **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 publicised by way of two site notices displayed in the vicinity of the application site. These were located outside the host property at 42 Riddlesdown Avenue and to the rear of the site fronting Riddlesdown Road. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 18    Objecting: 13    Supporting: 4    Comment: 1

Petition has been received with 38 signatories objecting to the scheme.

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:

- Over development
- Out of keeping
- Inadequate parking spaces
- Service road too small to accommodate the increase in traffic
- Disruption is regard to construction
- Increase in local infrastructure
- Loss of privacy/overlooking
- Loss of trees and vegetation

6.3 Riddlesdown Residents' Association (RRA) have indicated that they neither support nor object to the application however they have made the followings representations:

- This is the ninth application for a development along this access road to the rear gardens of houses in Riddlesdown Ave.
- Loss of privacy between host property and the application given the changes in land levels
- Proximity to host property.
- Health and safety concerns over the intensification of the access road
- Surface water flooding
- Lack of parking

6.4 The letters of support indicate that the respondents are generally happy with the approach, given that the proposal will create a family home in keeping with the surrounding area.

## **7.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local



Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. 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:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

#### 7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

#### 7.5 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.5 Mix of homes by size
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local character
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management

- SP8.6 & SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking

#### 7.6 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD2 Layout and siting of new development
- UD3 Scale and design of new buildings
- UD6 Safety and security
- UD7 Inclusive design
- UD8 Protecting residential amenity
- UD13 Parking design and layout
- UD14 Landscape design
- UD15 Refuse and recycling storage
- NC4 Woodlands, trees and hedgerows
- T2 Traffic generation from development
- T4 Cycling
- T8 Parking
- H2 Supply of new housing

#### 7.7 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.8 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

### **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. Trees and landscaping

#### **Principle of Development**

8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. The application is for a three bedroomed single family dwellinghouse, which the Local Planning Authority (LPA) is seeking to promote throughout the borough. The site is located within an existing residential area and the principle of these types of development has previously

been established through the grant of planning permissions at the adjoining sites at the rear of 44 and 46 Riddlesdown Avenue (Refs: 16/03789/P and 16/02755/P).

- 8.3 As such providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues the principle is supported.

### **Townscape and Visual Impact**

- 8.3 The proposal is for the erection of a new three bedroomed dwellinghouse, and would be located in the adjoining plot to a number of other very similar properties that have been approved fronting Riddlesdown Road. The proposal is a further continuation of this line of dwellings and its siting, along with the plot size and shape, would be sufficiently in keeping with the character of the area in this respect. In fact the application is almost identical to the approval at the adjoining site (rear of 44 Riddlesdown Avenue).
- 8.4 The previous schemes were found acceptable in scale, design and composition, given that they appear as a single storey bungalow from the Riddlesdown Road frontage and as a two storey property to the rear given the steep change in land levels, and it is the same situation at the application site. The dwelling would be traditional in appearance with a light well to the front, with a tiled hipped roof and brick elevations to reflect the neighbouring property to the south. The ridge height and eaves height of the building would reflect that of the adjacent properties, ensuring the development appears in keeping within the surrounding area.
- 8.5 As with the adjoining properties the application is centrally located within the width of the site and contains separate stepped accesses via both sides (one for a footpath between the host property and the car port) at approximately 1m from the boundary ensures that the development does not appear overly cramped in its plot. Fencing proposed along the side boundaries will ensure the single/two storey flank wall of the development is screened from the Riddlesdown Road streetscene.
- 8.6 The scale and massing of the new build will generally be in keeping with the overall vernacular of the surrounding area and character and appearance of the area. The materials proposed are to blend in with the existing area in terms of the brick and roof treatments and the windows fenestrations which are considered acceptable and a high standard of design. Further details to ensure their compatibility will be required by way of a condition.
- 8.7 The property is set back from the frontage with Riddlesdown Road by approximately 7m and would generally accord with the existing building line along this side of the road. A car port is proposed to the front of the dwelling, providing an off street parking space for the host property and there is a footpath proposed from the rear of the host property alongside the proposal to the car port. Whilst this would sit forward of the predominant building line, there are a number of other forward projecting single storey garages on neighbouring properties including a similar one approved at the adjoining property. As with the previous approval this appearance would be so detrimental to the character of the area to justify a refusal of planning permission.
- 8.8 The proposed property frontage would be given over to hard-standing to allow for off street parking for the new dwelling. This would reflect the arrangement of the

neighbouring buildings to the south and given the existing and approved adjoining scheme which are occupied by hardstanding this element is also acceptable.

- 8.9 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

### **Housing Quality for Future Occupiers**

- 8.10 The dwelling would comply with internal dimensions required by the NDSS. It would be dual aspect with adequate outlook.
- 8.11 The proposal would exceed the minimum GIA requirements for three bed two storey units in the NDSS. The minimum gross internal floor area requirement for a three bedroom six person two storey unit is 102sqm and the proposed dwelling would be in excess of that.
- 8.12 The internal layout is considered to be acceptable with adequate room sizes and a large open plan living, kitchen and dining area. Whilst the proposed car port would be in close proximity to one of the bedrooms, this is similar treatment to the property at the adjoining sites which has previously been found acceptable. As such it would be unreasonable to reach an alternative view.
- 8.13 In terms of accessibility, level access would be provided to the front door and there is scope for a lift to be installed in the property for access to the lower ground floor level if necessary.

### **Residential Amenity for Neighbours**

- 8.14 In terms of the proposal the properties that are most affected are the recently approved and built adjoining property (79G Riddlesdown Road) and the host property at 42 Riddlesdown Avenue.

#### *Impact on 79G Riddlesdown Road*

- 8.15 The main bulk of the proposal adjoins the property and is generally in line with the front and rear building lines. The adjoining property has an existing close board fence along the boundary, which should mitigate any issues of overlooking.
- 8.16 The upper floor does not contain any flank window which would provide either actual or perceived levels of overlooking and loss of privacy. Nevertheless it is considered prudent to impose a condition preventing the provision of further windows in either flank elevation to ensure that any future overlooking is mitigated along the flank elevations.

#### *Impact on host property at 42 Riddlesdown Avenue*

- 8.17 Given the topography of the site the orientation of the proposal would be directed mainly towards the host property which is currently occupied as a single dwellinghouse. As stated previously there is a current application for various extensions to the host property currently under development including a rear extension and dormer extension. The rear fenestrations from the host property to the proposal would be approximately 18m from the original dwellinghouse, with the new extensions the rear of the site closer to the host property.

- 8.18 There will be a large close board fence between the properties which would reduce loss of privacy and overlooking. However it is considered that a landscaped boundary screen could be added to provide additional screen located between the host property and application site, which would be secured by way of a condition. The impacts on the adjoining properties in Riddlesdown Avenue have also been assessed and found acceptable.
- 8.19 The previous adjoining schemes have all been found as appropriate and have been approved. Whilst there would be a degree of overlooking as a consequence of the proposal, this is not uncommon in an suburban location and given the design, layout and separation between the properties with the side walls of the proposed bungalow set away from both side boundaries and a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.
- 8.20 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Subject to conditions the proposed development is not visually intrusive or result in a loss of privacy.

### **Access and Parking**

- 8.21 The location for the proposed development has a PTAL level of 1b which indicates poor level of accessibility to public transport links. The new dwelling would benefit from two off street parking spaces on the frontage, with one off street parking space provided for the donor property in a car port to the front. Maximum car parking standards as described in Appendix 2 of the Croydon UDP state that a maximum of 2 car parking spaces should be provided per unit for detached houses. It should be noted that these are maximum standards.
- 8.22 The site is within walking distance of Riddlesdown Station and local bus links, and parking is generally unrestricted in the surrounding roads. A condition is recommended to agree details for cycle storage, to meet policy requirements for cycle parking spaces in the site to bring the development in line with standards in the London Plan. It is not considered the addition of a three bedroom unit would have a significant impact on local parking facilities, with the parking provision outlined. The development is considered acceptable in this respect.
- 8.23 The layout of the parking area is similar to that seen on the neighbouring properties and the previously approved schemes. The car port has been set back from the access road frontage to allow adequate vehicular turning space into the site. Access to the new unit would be via the access road off Riddlesdown Road, which is the same as for the existing garage and the other properties/garages on this side of Riddlesdown Road.
- 8.24 It is not considered the addition of one further new unit would result in significant additional harm to the safety of the access road. Occupiers of no.42 Riddlesdown Avenue would continue to park in the car port to the rear, as existing. Access to neighbouring garages and properties will remain as existing. A condition is recommended to agree details for refuse storage at the site.
- 8.25 It is acknowledged that additional units being granted and implemented incrementally will have some impact on the access road fronting Riddlesdown Road. Dialogue has

been ongoing with the Councils Highways team to explore what, if any, improvements can or need to be implemented (including the possibility of widening; street lighting and drainage). This is separate to this application.

- 8.26 Concerns have also been expressed in regard to the amount and type of excavation required at the site and further details are required as part of a construction method statement. A Demolition / Construction Logistic Plan (including a Construction Management Plan) will be needed by LPA before commencement of work and this could be secured through a condition.

### **Environment and sustainability**

- 8.27 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.28 The site lies within is not in surface water flood and critical damage flood risk area and is sloping. Given the areas for landscaping there are opportunities for SuDS to be located in these areas and this can be dealt with by condition.

### **Trees and landscaping**

- 8.29 There are trees on site, however these are not of sufficient merit to warrant a tree preservation order. The arboriculture team have raised no objection to the proposed scheme, given that there are only trees of poor quality that do not offer the merits afforded to preserved trees. No landscaping scheme has been submitted, however it is considered prudent to attach a condition to ensure that suitable landscaping is provided as part of any approval.
- 8.30 With regard to wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

### **Other matters**

- 8.31 Representations have raised concern that construction works including large vehicles will block the access road for other residents and cause damage to the highway. Whilst the site could reasonably be accessed from Riddlesdown Road which has unrestricted parking, it would be prudent to control details of construction through the approval of a Construction Logistics Plan. Overall however, it is not considered that the development would affect highway safety along the access road.
- 8.32 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. 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.

### **Conclusions**

- 8.33 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport,

sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.

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