

**PART 6: Planning Applications for Decision**

**Item 6.1**

**1 APPLICATION DETAILS**

Ref: 18/03701/FUL  
 Location: 39 Russell Green Close, Purley, CR8 2NS  
 Ward: Purley and Woodcote  
 Description: Demolition of existing dwelling and proposed erection of 2 storey building with lower ground floor and accommodation in roof to provide 9 flats (4 x 1 bed, 3 x 2 bed and 2 x 3 bed) with associated car parking and new crossover, amenity space, refuse and cycle stores.  
 Drawing Nos: 24-P-1, 24-P-2, 24-P-3, 24-P-4 (dated 25/9/2018), 24-P-5, 24-P-6, 24-P-8, 24-P-9, 24-P-12, 24-P-13, Planning Design and Access Statement, Transport Technical Note, Preliminary Ecological Appraisal Survey (September 2018), Archaeological Desk Based Assessment (September 2018) and Floodsmart report (April 2018)  
 Agent: Sterling Rose  
 Case Officer: Georgina Galley

	1B/1P	1B/2P	2B/3P	2B/4P	3B/4P	3B/5P	4B/5P	Total
<b>Existing Provision</b>							1	1
<b>Proposed Residential Mix</b>	0	4	3	0	2	0	0	9

Number of car parking spaces	Number of cycle parking spaces
5 on site car parking spaces	14

1.1 This application is being reported to Committee because the Ward Councillor (Cllr Badsha Quadir) made representations in accordance with the Committee Consideration Criteria and requested committee consideration. Representations made on the application also exceeded thresholds for committee consideration.

**2 RECOMMENDATION**

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

- 1) In accordance with the approved plans
- 2) Samples and details (as appropriate) of materials including window frames
- 3) Tree protection plan to be submitted
- 4) Development to be carried out in accordance with the recommendations of the Preliminary Ecological Appraisal Survey
- 5) No windows other than as shown and those shown in the following elevations at/above first floor level to be obscure glazed:
  - Unit 6 – side kitchen and side bathroom
  - Unit 7 – side kitchen / dining / living room (x2)
  - Unit 8 – side kitchen / dining / living room (x2)
  - Unit 9 – side roof lights to kitchen / dining / living room
- 6) Landscaping scheme including new tree planting (species/size of girth), shrub planting (pot sizes), details of play-space (layout/equipment), SUDs measures, boundary treatments and biodiversity enhancement measures
- 7) Refuse and cycle store to be built prior to occupation
- 8) Provision of on-site car parking – prior to occupation and permanently maintained thereafter
- 9) Submission of the following to be approved: visibility splays, EVCP (including spec and passive provision) and security lighting
- 10) Submission of Construction Logistics Plan/Method Statement
- 11) Carbon dioxide 19% reduction beyond 2013 Building Regulations
- 12) Water use target
- 13) Amendments to crossover/making good of highway to be installed at developer's expense prior to occupation
- 14) Ground floor units to comply with requirements of Part M4(2) accessibility standard
- 15) Commence within 3 years of the date of the permission
- 16) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

### **Informatives**

- 1) Community Infrastructure Levy – Granted
- 2) Highways works to be completed at developer's expense
- 3) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 4) Any other informative(s) considered necessary by the Director of Planning & 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.

## **3 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 The applicant seeks full planning permission for demolition of the existing dwelling and proposed erection of 2 storey building with lower ground floor and accommodation in roof to provide 9 flats (4 x 1 bed, 3 x 2 bed and 2 x 3

bed) with associated car parking and new crossover, amenity space, refuse and cycle stores. The development will consist of the following:

- Two storey block with lower ground floor and accommodation in roof comprising of 9 flats in total;
- The accommodation would be split between 2 x 3 bedroom flats on the lower ground floor, 2 x 1 bedroom and 1 x 2 bedroom flats on the ground floor, 2 x 1 bedroom and 1 x 2 bedroom flats on the first floor and 1 x 2 bedroom flat in the roof;
- The 3 bedroom flats on the lower ground floor and the 2 bedroom flat in the roof would have their own private amenity space. A communal garden would be available at the rear for the other flats to share;
- Extension of existing crossover and provision of 5 parking spaces at front of site;
- Provision of cycle storage in rear garden and refuse storage area in front garden.

### **Site and Surroundings**

- 3.2 The application site is located at the southern end of Russell Green Close and comprises of a two storey detached four bedroom dwelling. There is an existing vehicular crossover at the front of the site serving a large driveway and detached garage at the side.
- 3.3 Russell Green Close mainly consists of two storey detached dwellings on good sized plots; however the gardens of 39 and 48 are noticeably larger than the other neighbours due to their positioning at the head of the cul-de-sac.
- 3.4 The site is adjacent to 37 (a detached house) and 48 Russell Green Close (a block of 7 flats) with 4 Coldharbour Lane (a detached house) to the south and the properties at Gilliam Grove (sheltered accommodation) to the south-east. Coldharbour Lane is accessed by a public footpath that runs between 46 and 48 Russell Green Close. The site slopes upwards towards Coldharbour Lane and slopes downwards towards the rear garden.
- 3.5 The site itself is not subject to a TPO; however the trees at 1-48 Gilliam Grove are covered by TPO 24, 1975. The site is located within an Archaeological Priority Area (Tier II) and is in an area at risk of surface water flooding as identified by the Croydon Flood Maps.

### **Planning History**

- 3.6 18/01698/PRE – Pre-application advice sought in relation to the redevelopment of the site for 9 units.

#### 48 Russell Green Close

- 3.7 14/02031/P - Demolition of existing buildings; erection of 4 four bedroom with garages; formation of access road and provision of associated parking – REFUSED AND DISMISSED.

- 3.8 15/02647/P - Demolition of existing building; erection of two storey building with accommodation in roof space comprising 6 two bedroom and 1 three bedroom flats; provision of associated parking - REFUSED AND DISMISSED.
- 3.9 16/00750/P - Demolition of existing building; erection of two storey building with accommodation in roof space comprising 6 two bedroom and 1 one bedroom flats; provision of associated parking - REFUSED AND DISMISSED.
- 3.10 16/03865/P - Demolition of existing building; erection of two storey building with accommodation in roof space comprising 6 two bedroom and 1 one bedroom flats; provision of associated parking and refuse storage – GRANTED AND IMPLEMENTED.

#### **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- There are no protected land use designations on the site and therefore the principle of development is acceptable;
- The proposal would contribute positively to borough-wide housing targets and would deliver 9 new units (including 2 family sized units);
- The scale and layout of proposed built form is considered to be appropriate for the site, and the traditional design and appearance of the buildings would be in keeping with the surrounding character of the area;
- The orientation and separation distances with the neighbouring properties on either side and to the rear are sufficient to ensure no undue harm to the residential amenities of these properties;
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and amenity space.
- The number of parking spaces proposed is considered acceptable and the Transport Technical Note provided concludes that this is acceptable and any overspill parking can be accommodated on-street;
- Access and turning arrangements for vehicles on site would not impact on the safety or efficiency of the public highway.
- Other matters including flooding, sustainability, trees and landscaping can be appropriately managed through condition.

#### **5 CONSULTATION RESPONSE**

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

##### **Historic England - GLAAS (Statutory Consultee)**

- 5.2 No further archaeological work is necessary.

#### **6 LOCAL REPRESENTATION**

- 6.1 The application has been publicised by way of letters sent to adjoining occupiers of the application site. 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: 26      Objecting: 26      Supporting: 0

No of petitions received:      1 objecting (21 signatures)

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;
- The development looks like a block of flats;
- A 3 storey building would be out of character;
- Car parking at the front would be out of keeping in the road [OFFICER COMMENT: The existing house has a large driveway that is used by at least 3 separate vehicles]
- Overcrowding of the area;
- The road is made up of 3 and 4 bed family houses not flats;
- Mass and style is unacceptable;
- There will be no family homes left and the close will be full of flats;
- Flats will negatively impact the character of the close;
- Lack of amenity space for occupiers;
- Impact from construction traffic blocking the road;
- Residents often unable to park outside their own properties;
- School children are often unable to walk on the pavements due to construction vehicles;
- Noise levels will increase;
- There will be 9 flats on the site, whereas 7 were approved next door and it site is larger;
- Overlooking of neighbours;
- Inadequate refuse storage for flats;
- Damage to trees along the road;
- Obstruction of access for emergency vehicles;
- Most residents in the close own 2+ cars;
- The norm is to have a car or 2 on the drive and one parked in front of the house;
- Impact on safety of children playing in the close;
- Residents have already suffered for the last 2 years with the building works next door at 48;
- This is a family area and the proposed 1 bedroom units would contradict this;
- Increased pollution;
- The road is too narrow;
- The appearance would be at odds with the style of the existing properties and include features previously considered unacceptable at 48;

- The change in levels of the site are not shown on the plans [OFFICER COMMENT: the change in land level is shown on the street scene elevation, elevations and section-through drawings]
- No drainage strategy has been submitted [OFFICER COMMENT: The applicant has submitted a 'Floodsmart' report that concludes that a Sustainable Drainage Strategy (SuDS) is likely to be required for the site. This matter can be dealt with by way of a planning condition]
- Inaccurate plans (position of drive at 48 and roof lights);
- The parking spaces are too close to the building;
- There are no bin enclosures in the front garden for other properties in the close;
- Disruption of building line at end of cul-de-sac – this has been a previous ground of refusal and reason for a dismissal appeal at 48;
- The front of the site will be turned into a car park;
- The proposal would include several dormer windows - this has been a previous ground of refusal and reason for a dismissal appeal at 48;
- Increase in traffic;
- Concerns regarding access for emergency vehicles to the end of the road due to more parked cars on street;
- Increased conflict between drivers, cyclists and pedestrians;
- It is unrealistic for owners to park at the end of the road and walk to their flat;
- There are bats living in the nearby trees [OFFICER COMMENT: The applicant has submitted a Preliminary Ecological Appraisal Survey (September 2018) for the site which has recommended mitigation and enhancement measures. No further surveys are required];
- A tree survey has not been done [OFFICER COMMENT: The Tree Officer has confirmed that a tree survey is not required].

6.3 The following issues were raised in representations, but they are not material to the determination of the application:

- Damage being caused to parked cars [OFFICER COMMENT: This is not a material planning consideration and would be a private matter between the person who as caused the damage and owner of the car involved];
- Devaluation of neighbouring properties [OFFICER COMMENT: This is not a material planning consideration];
- Impact on health due to anxiety and stress for local residents [OFFICER COMMENT: This is not a material planning consideration];
- Construction vehicles constantly block access to residents driveways and park inconveniently [OFFICER COMMENT: This is not a material planning consideration and is a private matter];
- Smells from the bins [OFFICER COMMENT: This is not a material planning consideration]

6.4 Purley and Woodcote Residents Association has objected to the scheme, making the following comments:

- Loss of good 4 bedroom family home;

- Over-development of site;
- Inadequate useable amenity space;
- Lack of a tree survey [OFFICER COMMENT: The Tree Officer has confirmed that a tree survey is not required]
- Inadequate parking for number of flats;
- More detail needed in relation to archaeology [OFFICER COMMENT: A further Archaeological Desk Based Assessment (dated September 2018) was submitted by the applicant and has been reviewed by Historic England]

6.5 Councillor Badsha Quadir has objected to the scheme, making the following representations:

- Parking concerns;
- Out of character
- Already a few blocks of flats in the neighbourhood
- This is a site of archaeological interest [OFFICER COMMENT: A further Archaeological Desk Based Assessment (dated September 2018) was submitted by the applicant and has been reviewed by Historic England]

## **7 RELEVANT PLANNING POLICIES AND GUIDANCE**

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.

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

- Requiring good design;
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

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

### Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential

- 3.5 on Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.11 Smoothing traffic flow and tackling congestion
- 6.13 on Parking
- 7.2 Designing out crime
- 7.4 on Local Character
- 7.6 on Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications
- DM1 on housing choice for sustainable communities
- DM10 on design and character
- DM13 on refuse and recycling
- DM16 on promoting healthy communities
- DM19 on promoting and protecting healthy communities
- DM23 on development and construction
- DM24 on land contamination
- DM25 on sustainable drainage systems and reducing flood risk
- DM27 on biodiversity
- DM28 on trees
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- The Nationally Described Space Standards (October 2015)

## **8 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the Planning Committee is required to consider are as follows:

- Principle of development;
- Townscape and visual impact;



- Residential amenity;
- Living conditions of future occupiers;
- Parking and highway safety;
- Flood risk and sustainability;
- Trees and biodiversity;
- Other planning matters.

### **Principle of development**

- 8.2 Local Plan Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of 3 bed units and the loss of units that have a floor area less than 130 sq.m. The existing dwelling has a floor area of 184 sq.m and is a 4 bed house; therefore it is not protected by the retention of small family homes policy and two three-bedroom family units are proposed.
- 8.3 Local Plan Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have 3 beds or more. The policy sets a specific target for major developments, but not minor developments, with the latter considered on a site by site basis. Two of the proposed flats would be 3 bedroom/4 person units; therefore the proposed development would result in a net gain of family accommodation.
- 8.4 The proposed development would create additional residential units that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018). The proposed development is acceptable in principle subject to a suitable replacement designed building being agreed.

### **Townscape and Visual Impact**

- 8.5 The proposed development would have the appearance of a large 2 storey detached house, similar to the adjacent development at 48. It is noted that the current proposal includes a lower ground floor, which is not the case at 48, but suitably placed planting across the front of the site could effectively screen this part of the proposal from public view. The proposed development would include a simple hipped roof and gable feature and the materials would comprise of a mixture of brickwork, render and tiles. These elements of the scheme are considered acceptable as they would reflect the design characteristics of neighbouring development.
- 8.6 Although the general footprint of the building would be much larger than what currently exists on site, it is considered that there would be adequate space around the building so as to not result in a cramped appearance. The garden area at the site and at 48 are notably bigger than the other neighbouring houses so can clearly accommodate a larger building. Views of the proposed development in the street scene also demonstrate that it would not result in a domineering structure.
- 8.7 The siting of the proposed development and its layout on the plot would differ quite significantly from that of the existing dwelling as it would be positioned

further into the garden. Whilst concerns were raised in the past relating to the 48 Russell Green Close development in relation to the positioning and angle of the development at this site, this was in addition to other concerns regarding the overall design and appearance. This proposal at 48 also had a direct relationship with the adjacent public footpath and Coldharbour Lane where it was visible from the side and rear elevations. The siting of the proposal is considered to make best available use of the site and not result in an unacceptable appearance from the street.

- 8.8 Policy DM10.1 sets out that developments should generally be three storey. The massing of the proposed development has been designed to make the most of the change in land level across the site. Although the building would appear as four storeys at the rear, this includes the accommodation in the roof space which has been designed to be subordinate and not overly prominent. The proposed side and rear dormers are considered acceptable in terms of their design and size. Previous concerns in relation to dormer windows at 48 were due to their siting on the front elevation and the double layer of dormers on the side elevation. It is also noted that there would be a flat roof section to the main roof. Whilst this is not typical of other properties in the street scene, the overall roof design is and the roof would be read from the street as a hipped roof.
- 8.9 Representations have raised concerns in relation to the impact of the proposed development on the character of the area and the resulting change to the existing make-up of family houses by being replaced with small flats. However, character is generally described as the built form and its relationship to its environs and it can change over time and well-designed proposals can have a positive effect on an area and integrate into an existing community. The cumulative impact of both this and the neighbouring scheme would be acceptable.
- 8.10 Representations have also raised concern over the intensification of the site and overdevelopment. The site is in an urban setting (as it is located within 800 metres walking distance of Purley District Centre) with a PTAL rating of 1B and as such the London Plan indicates that the density levels ranges of 150-250 habitable rooms per hectare (hr/ha). The proposal would be in excess of this range at 331 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. These considerations have been satisfactorily addressed, and the London Plan provides sufficient flexibility for such higher density schemes to be supported.
- 8.11 The development would comply with policy objectives in terms of respecting local character. Conditions are recommended in relation to sample materials, hard/soft landscaping (including SUDs) and boundary screening.

### **Impact on Neighbouring Residential Amenity**

- 8.12 The properties that would be most affected by the development would be the immediate neighbours, 37 and 48, and those adjoining towards the rear, 4 Coldharbour Lane and 47 and 48 Gilliam Grove.

### 37 Russell Green Close

- 8.13 This property is located to the northeast of the site and the rear elevation splays away from the site. The side elevation of 37 nearest to the site does not contain any windows. Whilst the proposed development would result in a more dominant structure when viewed from the rear garden of this house, the orientation of the buildings in relation to each other and the separation distance would be acceptable impact in terms of daylight/sunlight and outlook.
- 8.14 At first floor level there would be 2 new windows that would face towards 37. It is recommended that these windows be obscure glazed as they either serve non-habitable rooms or act as secondary windows. Whilst there would also be 2 side roof lights to bedroom 2 of flat 9 that face towards 37, these windows would be angled upwards towards the sky and the overall harm would be acceptable.

### 48 Russell Green Close

- 8.15 Planning application ref. 16/03865/P was approved at this site in 2016 for 7 flats. This development is currently under construction. Given the separation distance to the flank wall of this development and its orientation in relation to the site, it is considered that the overall impact on the future occupiers would be limited in terms of daylight/sunlight, outlook and overlooking.
- 8.16 At first floor level there would be 4 new windows that would face towards the communal garden area of 48. It is recommended that these windows be obscure glazed as they all act as secondary windows. Whilst a side dormer is proposed in the roof area that would face towards 48, this window would mostly be directed over the car park and far end of the communal garden; therefore the overall impact would be acceptable.

### 4 Coldharbour Lane

- 8.17 This property is located to the south of the site and on lower land. There would not be any impact in terms of daylight/sunlight for the existing occupiers and, given the orientation of the house and the existing trees that would be retained along the shared boundary as well as new planting, the proposed development would also not result in any undue harm from loss of outlook.
- 8.18 Although it is noted that there would be more windows on the rear elevation of the proposed development than what currently exists at the site, the overall number is not considered to be excessive and could easily be achieved at the existing house through a proposed side extension and roof extension. Additionally, a separation distance of approximately 14m to the rear corner of this house would be maintained.

### 47 and 48 Gilliam Grove

- 8.19 The proposed development would be positioned closer to the shared boundary with Gilliam Grove. However, the retention of the existing boundary trees

adjacent to these properties together with a separation distance of approximately 14m, would result in an acceptable form of development.

- 8.20 Taking into account all factors, officers are satisfied that the relationship with all of the adjoining occupiers is acceptable.

### **The standard of accommodation for future occupiers**

- 8.21 The proposal would comply with internal dimensions and minimum floor areas required by the Nationally Described Space Standards. All units would have a dual aspects. In terms of layout, each unit would benefit from an open plan kitchen / living / dining area.
- 8.22 The units on the lower ground would have rooms at the front served by lightwell only. Given the orientation to the north, these rooms are unlikely to have good quality outlook. The units as a whole however have good outlook, with living rooms at the rear looking south. As the rooms at the front are bedrooms, this is on balance considered to be acceptable.
- 8.23 The second bedroom for Flat 9 would be served by roof lights only. Whilst this would not be ideal in terms of outlook, the main open plan kitchen / living / dining area and master bedroom would have outward facing windows.
- 8.24 The 3 bed family units on the lower ground floor would have their own private rear gardens and the 2 bed flat in the roof area would have access to two small balconies. Whilst several units would not have their own private amenity space, all of the flats would be able to access the communal garden with an allocated play space (to be conditioned) from the communal hallway. The level of outdoor space would be less than the other detached houses in the close; however it is still considered acceptable as approximately 80m<sup>2</sup> would be provided.
- 8.25 It is considered that the proposal would result in a good standard of accommodation for future occupiers of the development. In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations.
- 8.26 The applicant has confirmed that all ground floor units would meet the M4(2) Building Regulations and this should be secured by way of a condition. The applicant has confirmed that first and second floor units would not be M4(2) compliant as the scheme does not include a lift. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.

8.27 It is considered that the proposals would result in a good standard of accommodation for future occupiers of the development.

### **Parking and highways**

8.28 The site has a PTAL rating of 1B which indicates poor accessibility to public transport. However, the site is within reasonable walking distance of Purley District Centre with its numerous bus stops and train station via the nearby footpath that connects the site to Coldhabour Lane. There are no on-street parking restrictions in Russell Green Close.

8.29 Five parking spaces are proposed for the 9 flats, with 3 to be used as shared spaces and 2 to be allocated for the family units. The applicant has provided a Transport Technical Note justifying this provision and taking into account capacity in surrounding streets. This document concludes that the demand for the proposed development would be likely to be 6 spaces and would potentially lead to an overspill of 1 car; however this could be accommodated on-street following the results of a parking survey, including taking into account the impact of the adjacent scheme. The findings of this report are considered acceptable.

8.30 The existing crossover at the site would need to be amended. A planning condition is recommended in relation to visibility splays.

8.31 The locations of the cycle store and refuse store is acceptable. The cycle store would be located in the rear garden and would be accessible from the front of the site via a lockable side gate. The cycle store would be secure and would have space for 14 bikes, which complies with London Plan standards. The bin store would be at the front of the site within dragging distance of the main vehicle entrance. The bins would be within an enclosed area that would be surrounded by planting to screen the structure.

8.32 A Construction Logistics Plan and Method Statement will be required through condition to ensure that building work does not undermine the safety and efficiency of the highway.

8.33 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

### **Trees and biodiversity**

8.34 The site itself is not subject to a TPO; however the trees at 1-48 Gilliam Grove are covered by TPO 24, 1975. The applicant has confirmed that the trees at the rear of the site would be retained and new planting is also proposed at the front and rear. Conditions are recommended in relation to the retention of the specified trees at the rear as well as a tree protection plan (to ensure the trees at the rear are adequately protected during construction) and a hard/soft landscaping scheme.

8.35 The applicant has provided a Preliminary Ecological Appraisal Survey (dated September 2018) following representations from a local resident in relation to bats. The report recommends mitigation and enhancements measures be carried

out on site as part of the proposed development, which can be adequately dealt with by way of a condition. No further surveys were required to be completed.

### **Flood risk**

- 8.36 The site lies within an area at risk of surface water flooding. The applicant has submitted a Flood Risk Assessment which recommends for a SUDs Strategy to be submitted. This matter can be adequately dealt with by way of a condition through the incorporation of SUDs techniques.

### **Archaeology**

- 8.37 The site lies in an Archaeological Priority Area (Tier II). The applicant has submitted an Archaeological Desk Based Assessment (dated September 2018). Historic England have reviewed the document and confirmed that no further surveys are required at the site.

### **Other planning matters**

- 8.38 Conditions are recommended in relation to carbon emissions and water use targets for the development.
- 8.39 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

### **Conclusions**

- 8.40 Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.
- 8.41 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted given the reasons set out above. The details of the decision are set out in the RECOMMENDATION.