

PART 6: Planning Applications for Decision

Item 6.6

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/01561/FUL
 Location: 43 Kingswood Lane, Warlingham, CR6 9AB
 Ward: Sanderstead
 Description: Demolition of existing dwelling and erection of a three storey building comprising 2x3 bedroom and 7x2 bedroom apartments with associated access, 9 parking spaces, cycle storage and refuse store.
 Drawing Nos: CX28-S1-101; CX28-S1-102; CX28-S1-103; CX28-S1-104; CX28-S1-105; CX28-S1-106; CX28-S1-107; CX28-S1-108; CX28-S1-109; CX28-S1-110; CX28-S1-111; CX28-S1-112; CX28-S1-113; CX28-S1-114; Hard Landscape Proposal Ground Plan; Soft Landscape Proposal Ground Plan; Tree Protection Plan CCL10118/TTP Rev1; Planting Schedule received 01/04/2019; Tree Specifications received 01/04/2019.
 Applicant: Mr Haris Constanti of Aventier Ltd
 Case Officer: Nathan Pearce

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision		5	2	2		9

1.1 This application is being reported to Planning Committee because it has been referred by Cllr Hale and 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. No works until details facing materials
- 3. Details of car parking
- 4. Hard and soft landscaping to be submitted

5. 19% reduction in CO2 Emissions
6. 110l Water Restriction
7. Permeable forecourt material
8. Trees – Details in accordance with AIA
9. Tree Protection Plan
10. Visibility splays
11. Construction Logistics Plan
12. Accessibility
13. SUDS
14. Windows
15. Time limit of 3 years
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 2) Code of practise for Construction Sites
- 3) 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 detached house
- Erection of a three storey building which includes accommodation in roof-space
- Provision of 7 x 2 bedroom flats (5 x 3 person and 2 x 4 person) and 2 x 3 bedroom (4 person) flats.
- Provision of 9 off-street spaces including one disabled bay.
- Provision associated refuse/cycle stores.

Site and Surroundings

- 3.3 The application site is a large detached single storey property situated on the northern side of Kingswood Lane (set within a large plot).
- 3.4 The topography of the site is relatively flat.
- 3.5 The surrounding area is mainly residential in character and many of the properties occupy fairly generous plots. Whilst there is no distinct style in regard to the properties along Kingswood Lane, the majority of properties appear to be single family dwellings. The site is located right on the boundary with Tandridge District Council and the PTAL is classified as 1a “Poor”.

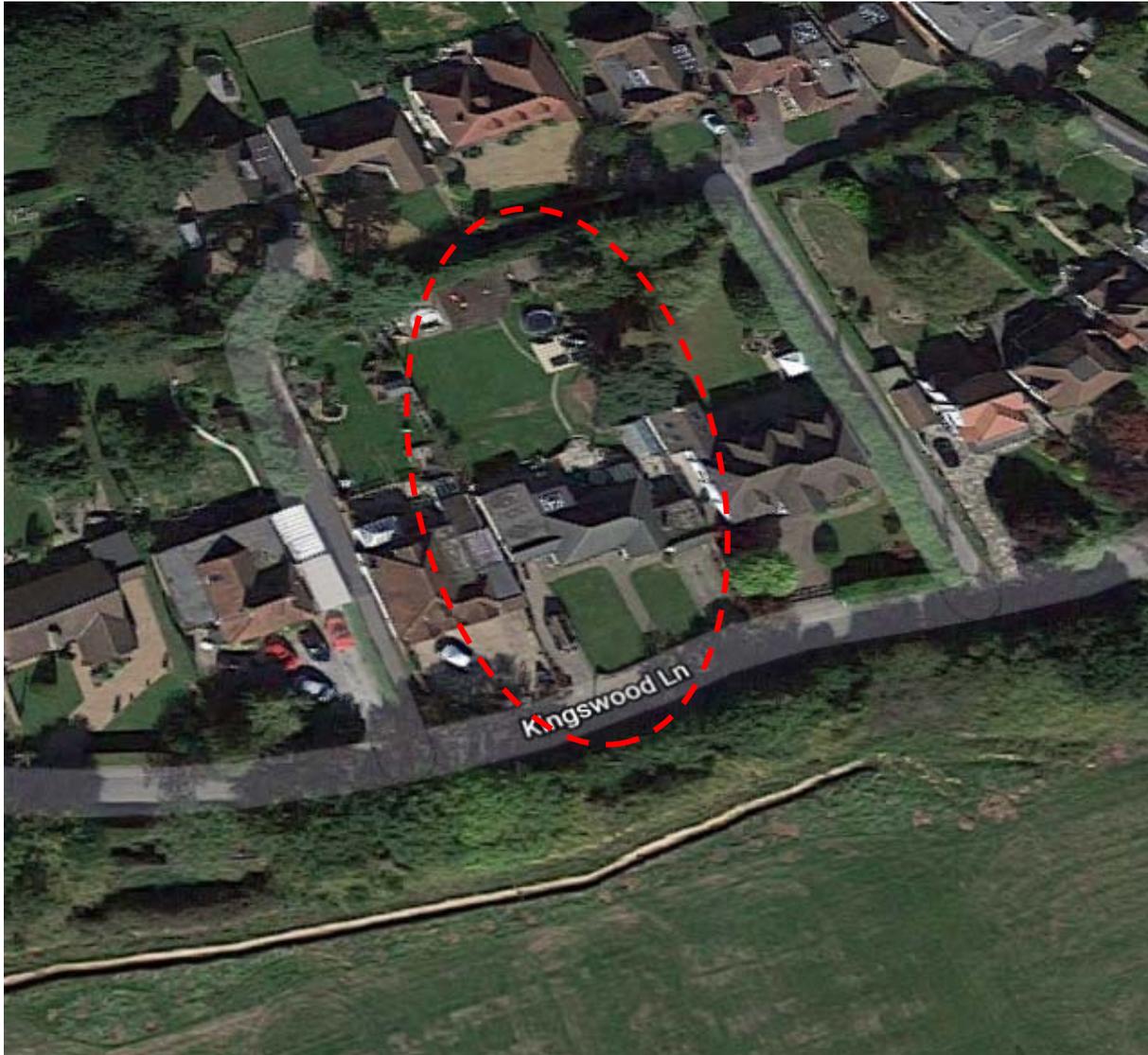


Fig 1: Aerial street view highlighting the proposed site within the surrounding street-scene

Planning History

3.6 None.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide an appropriate mix of units including 2x3 bed (4 person units) and other smaller family units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.

- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to landscape features.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects are able to be controlled through the use of planning conditions.

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 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a petition and a local ward Councillor in response to notification and publicity of the application are as follows:

No of individual responses: 42 Objecting: 41 Supporting: 1 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:

Summary of objections	Response
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at Section a) – paragraphs 8.9 – 8.12
Loss of family home	Addressed in the report at Section a) – paragraph 8.6
Poor quality development	Addressed in the report at Section d) – paragraphs 8.27 – 8.32
<i>Design</i>	
Out of character	Addressed in the report at Section b) – paragraphs 8.9 – 8.18
Massing too big	Addressed in the report at Section b) – paragraphs 8.9 – 8.18
Over intensification – Too dense	Addressed in the report at Section a) – paragraph 8.7
Visual impact on the street scene (Not in keeping)	Addressed in the report at Section b) – paragraphs 8.9 – 8.18
Accessible provision	Addressed in the report at Section d) – paragraphs 8.31
Number of storeys	Addressed in the report at Section b) – paragraphs 8.11

<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at Section c) – paragraphs 8.19 – 8.26
Loss of light	Addressed in the report at Section c) – paragraphs 8.19 – 8.26
Loss of privacy	Addressed in the report at Section c) – paragraphs 8.19 – 8.26
Overlooking	Addressed in the report at Section c) – paragraphs 8.19 – 8.26
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at Section c) – paragraphs 8.19 – 8.26
Refuse store	Addressed in the report at Section e) – paragraphs 8.37
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at Section e) – paragraphs 8.33 – 8.38
Not enough off-street parking	Addressed in the report at Section e) – paragraphs 8.33 – 8.38
Negative impact on highway safety	Addressed in the report at Section e) – paragraph 8.33 – 8.38
Refuse and recycling provision	Addressed in the report at Section e) – paragraph 8.37
<i>Other matters</i>	
Construction disturbance	Addressed in the report at Section h) paragraph 8.38
Impact on wildlife	Addressed in the report at Section f) – paragraphs 8.39 – 8.42
Impact on flooding	Addressed in the report at Section h) paragraph 8.44
Local services cannot cope	Addressed in the report at Section h) paragraph 8.47
Lack of affordable homes	Addressed in the report at Section h) paragraph 8.46

6.3 A petition signed by 38 residents of Kingswood Lane made the following representations:

- Erosion of existing tranquil character
- Insufficient parking
- Increased traffic and pollution
- Impact on water pressure and drainage

6.4 Tandridge District Council have raised no objections to the proposals

6.5 Cllr Lynne Hale (Sanderstead Ward) raised the following issues:

- Overdevelopment of the site
- Out of keeping with the street-scene

- Negative impact on loss of privacy and amenity for neighbouring properties
- Loss of trees and wildlife habitat
- Increased flood risk

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. Such 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 (February 2018), 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:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- 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
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling

- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood 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
- DM43 – Sanderstead

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;

- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

- 8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites (in particular) can play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the Capital, helping to address overcrowding and affordability issues.
- 8.3 The site has been identified by the developer as a windfall site as such it could be suitable for sensitive renewal and intensification. The residential character of Kingswood Lane consists of detached and semi-detached houses and bungalows on relatively large plots – developed at a relatively low density.
- 8.4 The proposal, whilst providing a flatted accommodation, has been designed to appear as a large detached dwelling-house which would maintain the overall character of neighbouring properties.
- 8.5 The Croydon Local Plan (Policy DM1.2) seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 square metres. The existing unit is a 5 bed house and is significantly in excess of the floorspace threshold. Moreover, the proposal would provide a 2 x 3 bed (4 person) units and 2 x 2 bed (4 person) units (44% of all units) which would all provide adequate floorspace for smaller families. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and CLP acknowledges that 2 bed, 4 person homes can be treated as family homes (in line with DM1.1) during the first 3 years of the Plan. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.
- 8.6 In respect to the density of the scheme, representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting (albeit on the edge of areas exhibiting suburban character) a PTAL rating of 1a and as such, the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha); the proposal would be in excess of this range (257 hr/ha). However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are suitably 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.

8.7 The site is located within an existing residential area and providing that the scheme respects the character and appearance of the surrounding area and that there are no other material effects causing unreasonable harm to immediate neighbours, the density of development would be acceptable.

Character and Appearance Considerations - Visual Amenity

8.8 The existing property is not protected from demolition by existing policies and its demolition is deemed acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to demolish the existing detached bungalow and its replacement with a 9 apartments within a single building. The scheme has been specifically designed to resemble a large detached property, rather than a block of flats. Officers are satisfied that the scheme respects the street-scene.

8.9 The Croydon Local Plan has a presumption in favour of three storey developments and the application seeks to provide a three storey property providing a high quality built form that respects the pattern, layout and siting in accordance with Policy DM10.1.

8.10 The height, scale and massing of the scheme would be acceptable, given that the site works well with the topography and would sit well with the adjoining properties.



Fig 2: Elevational view highlighting the proposal in relation to neighbouring properties

8.11 The design of the building would incorporate a traditional styled appearance consisting of two gables to the front elevation and two bay elements – maintaining the overall street scene with use of an appropriate materials palette (burgundy brickwork, render and grey roof tiles) with an adequate balance between brick, render and glazing and appropriate roof proportions. The main front element would present a traditional architectural response, consisting of gabled bays.

8.12 Whilst the eaves and ridge heights would be higher than the adjoining properties, it would be set back from the prevailing building line.

8.13 The application site has a large rear garden which is not visible from the public highway and would be accessed through the property. As with the majority of properties in the immediate surroundings, the proposed building would be

centrally located which would mean that the development would not appear overly cramped in its plot. Whilst the frontage would be given over to hard-standing to allow for off street parking there would be some soft landscaping surrounding it, along with a section of soft landscaping along the boundary of the site. This would reflect the arrangement of the neighbouring buildings and would be acceptable.

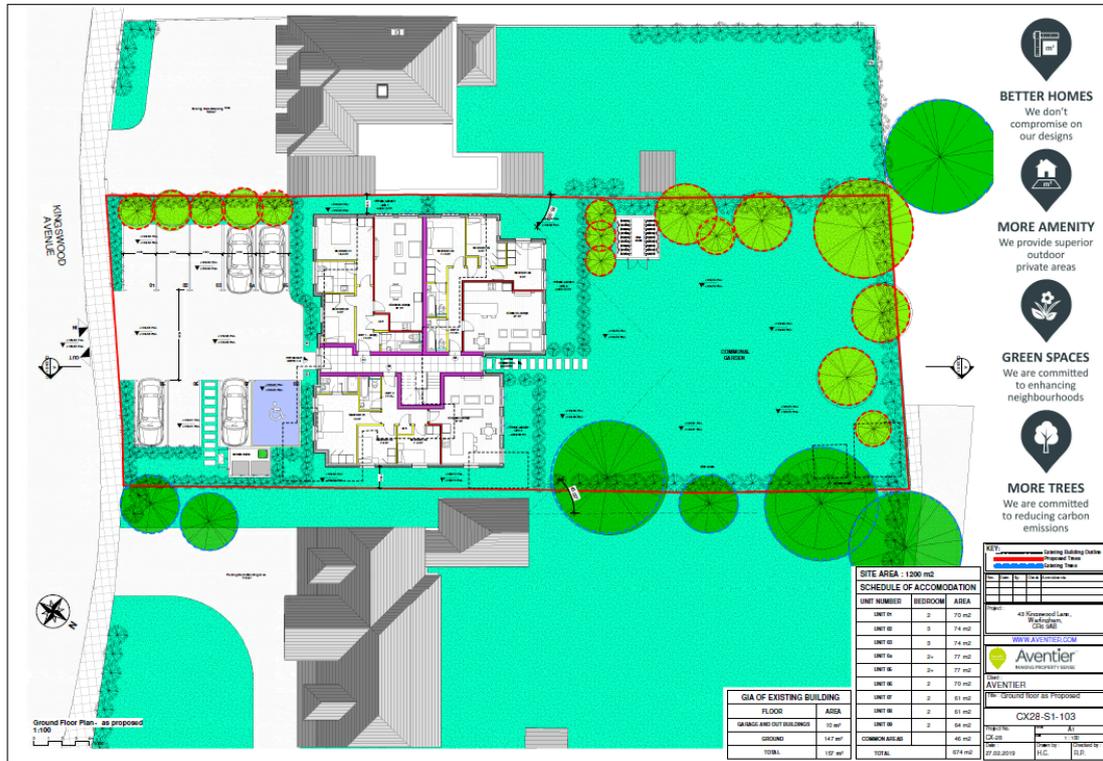


Fig 3: Ground floor plan proposed site showing proposal in relation to neighbouring properties

- 8.14 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it causes no undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site would offer sufficient opportunities for soft landscaping to the rear and Kingswood Lane frontage as well as between the proposed development and the neighbouring properties to the rear.
- 8.15 The application site is a substantial plot within an established residential area and is comparable in size to other flatted developments approved throughout the borough. The scale and massing of the new build would generally be in keeping with the overall scale of development found in the immediate area and the layout of the development would respect the pattern and rhythm of neighbouring area.



Fig 4: CGI of site showing proposal in relation to neighbouring properties

8.16 The proposal has been designed to resemble a large house on a large plot rather than a block of flats as indicated by representations. It responds to the local setting and the siting of adjoining buildings and is a sensitive intensification of the area. 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 and the Suburban Design Guide SPD 2019 in terms of respecting local character.

Effect on Neighbouring Residential Amenities

8.17 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties that are most affected are the adjoining properties at 41 and 45 Kingswood Lane and 47 and 49 Kingswood Lane which are situated to the rear of the site. A daylight assessment has been included with the application which concludes that the proposed development meets the recommended levels of change in line with the BRE 209 digest guidelines and is therefore considered acceptable in daylight terms. Officers concur with this conclusion.

41 Kingswood Lane

8.18 In terms of impacts on 41 Kingswood Lane, the proposed front building line of the proposal would be similar to this neighbouring property, with the main increase in depth most affecting the rear of the site, where the proposed development would be closer to the boundary with the neighbouring property by 0.5m. The 45 degree BRE test (which provides a “rule of thumb” daylight assessment – linked to enclosure and outlook considerations for rear facing

windows) would not be breached and the scheme would be unlikely to have a harmful effect in terms of loss of natural light, loss of outlook or a feeling of increased enclosure. Whilst the property would have windows serving upper floor flats, it is unlikely that there would be any material loss of privacy (in view of them being located at high level). Rear facing recessed balconies are proposed for upper level apartments – which would provide oblique views across neighbouring gardens, but would be reasonably similar to general views across neighbouring gardens from within first and second floor rear facing rooms. Recessing of the balconies would further reduce the direction of sight.



Fig 5: Proposed rear elevation showing the relationship with no.45 on the left and no.41 on the right

8.19 The property at 41 Kingswood Lane does not have any windows in the flank elevation and has one rooflight facing the application site. The proposal would provide four high level windows at first floor and six high level roof lights. It is unlikely that they would provide either actual or perceived levels of overlooking and loss of privacy. Nevertheless it is considered prudent to condition obscure glazing to ensure that any future overlooking is mitigated along the flank elevations.

45 Kingswood Lane

8.20 In terms of impacts on 45 Kingswood Lane, the proposed front building line of the proposal would be similar to this neighbouring property, with the main increase in depth mostly affecting the rear of the site, where the proposed development would be closer to the boundary with the neighbouring property by 2.5m. Nevertheless the proposal would (again) not breach the BRE 45 degree line and would not result in an unacceptable loss of light or an overbearing or dominant impact on this property. Furthermore given the large garden areas for both properties is not considered that the proposal would result in a significant sense of enclosure to the garden.

8.21 The property at 45 Kingswood Lane has two first floor side bathroom windows and two ground floor windows serving a study and a bathroom, these are not considered to be habitable rooms. The proposal would provide three high level windows at first floor and six high level roof lights. It is unlikely that they would provide either actual or perceived levels of overlooking and loss of privacy. Nevertheless it is considered prudent to condition obscure glazing to ensure that any future overlooking is mitigated along the flank elevations.

47 and 49 Kingswood Lane (Properties to rear)

- 8.22 The properties located at the rear of the site would be in excess of 40 metres from the rear of the proposal, with a significantly vegetated boundary between the properties. As such, given the separation between these properties no significant impact on residential amenities would occur.
- 8.23 As regards noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful.

Residential Quality of Proposed Units

- 8.24 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units would meet the minimum required internal space standards.
- 8.25 All the ground floor units which include both three bedroomed units would have access to private amenity spaces. Other than Units 5 and 8 (at first and second floors respectively) the remaining units would all have access to private amenity space via recessed balconies. In respect to Units 5 and 8, both units would have access to the large communal garden area at the rear of the site (as will other occupiers of the development).
- 8.26 The local plan also requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. In terms of the child play space, the scheme would be expected to provide 11.76 square metres based on the child yield calculator. There is an area identified for children's play which would be in excess of the play area provision which can be secured through use of planning conditions.
- 8.27 In terms of accessibility, level access would be provided from the front door to all units on the ground floor but there is no provision of a lift for level access to the upper floors. The London Plan states that developments of four storeys or less require disabled unit provisions to be applied flexibly to ensure that the development is viable and consequently deliverable. Given the limitations of the footprint to provide the required accommodation, it is considered that the site would not be suitable for a lift. Accessibility can be secured by condition. A disabled space is proposed within the parking area.
- 8.28 The development would provide a high quality and well considered development, including family units with adequate amenities.

Traffic and Highway Safety Implications

- 8.29 The Public Transport Accessibility Level (PTAL) rating is 1a which is classified as "poor". The scheme seeks to provide 9 off street parking bays. The London Plan sets out maximum car parking standards for residential developments

based on public transport accessibility levels and local character. In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision which in this case would be 2 spaces per unit. The provision of 2 spaces is a maximum provision and a 1:1 ratio would be more in line with the London Plan and Croydon Plan, designed to reduce the reliance on the car and meet with sustainability targets.

- 8.30 There are a number of representation that refer to the parking provision, on-street parking and highway safety at the site. In respect to highways safety, the scheme provides 9 off-street parking spaces these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions. There is some space for visitors on street and it is significant that Kingswood Lane is not a through road.
- 8.31 The parking layout and access arrangement would allow for access and exit movements in forward gear and would be acceptable subject to a condition providing the suitable visibility splays and as such would not harm the safety and efficiency of the highway network.
- 8.32 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 18 spaces) as these are located in a cycle store within the rear communal amenity space and will need to be secure and undercover. This can be secured by way of a condition.
- 8.33 The refuse arrangements would be acceptable and for a nine units scheme would require 1 x 1100ltr landfill receptacle; 1 x 1280ltr for dry recycling and 1 x 140ltr food recycling, which has been accommodated within the site. The refuse store would be located at the front of the building adjacent to the hardstanding. It would be surrounded by planting and can be conditioned.
- 8.34 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Impact on Trees and Wildlife

- 8.35 The existing site consists of soft landscaping which is bordered by established trees and shrubs adding to the overall amenity value and also providing a good degree of screening to the site. The proposed landscape design protects most of existing trees and provides a large variety of bushes and hedges. A landscaping and planting plan has been submitted and can be conditioned.
- 8.36 The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned. It is also recommended that a detailed tree protection plan be submitted for approval.

8.37 As regards 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.



Fig 6: Extract from submitted landscaping scheme

Sustainability Issues

8.38 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.

Other Matters

8.39 The site is not located in any designated flood risk area but is located in a critical drainage area. As such, the applicants have submitted a Surface Water and SuDS Assessment which is based on a desktop study of underlying ground conditions. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area will incorporate permeable paving which will provide capacity for surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.

8.40 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst the details submitted to date might well be acceptable, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.

8.41 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for nine units and as such is under the threshold where the provision for affordable homes would be required. Officers are satisfied (in view of the low PTAL level and the limited capacity to

accommodate additional on-site car parking) that a 9 unit scheme is acceptable (especially with focus being directed towards family accommodation).

- 8.42 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

- 8.43 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape 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.
- 8.44 All other relevant policies and considerations, including equalities, have been taken into account.