

**PART 5: Planning Applications for Decision**

**Item 5.2**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/05006/FUL  
 Location: 32 Welcomes Road, Kenley, CR8 5HD  
 Ward: Kenley  
 Description: Demolition of existing building: erection of a three storey building comprising 9 units and formation of associated vehicular access and provision of 9 off-street parking spaces, cycle storage and refuse store.  
 Drawing Nos: CX10-S1-101A; CX10-S1-102; CX10-S1-103A; CX10-S1-104A; CX10-S1-105A; CX10-S1-106A; CX10-S1-107A; CX10-S1-108A; CX10-S1-109A; CX10-S1-110A; CX10-S1-111A; CX10-S1-112A; CX10-S1-113; CX10-S1-114A; CX10-S1-115A; CX10-S1-116A; CX10-S1-117A; CX10-S1-118A; CX10-S1-119A; CX10-S1-120B; Front Drive / Private Garden Hard Landscape Proposal A 01; Front Drive / Private Garden Soft Landscape Proposal A 01; Rear Garden Hard Landscape Proposal A 01; Rear Garden Soft Landscape Proposal A 01; Planting Schedule received 26/03/2019; Tree Specifications received 26/03/2018; Specification for planting specimen trees received 12/12/2018; Arboricultural Report dated 08/09/2018 received 12/12/2018.  
 Applicant: Mr Rafael Porzycki of Aventier Ltd  
 Case Officer: Nathan Pearce

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision				1		1
Proposed Provision		6	1	2		9

1.1 This application is being reported to Planning Committee because 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 above ground works until details facing materials
3. Detailed drawings – Land levels
4. Details of car parking (to be provided prior to occupation and permanently retained)
5. Hard and soft landscaping to be submitted
6. 19% reduction in CO2 Emissions
7. 110l Water Restriction
8. Permeable forecourt material
9. Trees – Details in accordance with AIA
10. Tree Protection Plan
11. Visibility splays
12. Construction Logistics Plan
13. FRA (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 (6 x 3 person and 1 x 4 person) and 2 x 3 bedroom flats.
- Provision of 9 off-street spaces including one disabled bay.
- Provision associated cycle stores within the building and external refuse store at the front of the building.

3.2 The scheme has been amended during the application process and has been re-consulted. The amendments to the scheme are detailed as follows:

- Internal alterations to the layout of the units
- Widening the building on both sides at ground floor

## Site and Surroundings

- 3.3 The application site is a large detached property situated on the western side of Welcomes Road (set within a large expansive plot).
- 3.4 There is a significant change in levels within the site. As with the other properties in the area, the site slopes up significantly from Welcomes Road to a higher level towards the rear of the plot. A retaining wall would be required between the front elevation and the hardstanding due to this change in levels.
- 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 Welcomes Road, the majority of properties appear to be single family dwellings.



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

## Planning History

- 3.6 There are no recent planning applications that are significant.

## 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 three-bed units and 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 visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by 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 18 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups (Welcomes Road and Uplands Road Residents Association) in response to notification and publicity of the application are as follows:

No of individual responses: 101    Objecting: 99    Supporting: 2    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 8.5 – 8.6
Loss of family home	Addressed in the report at Section a) – paragraphs 8.5
Poor quality development	Addressed in the report at Section d) – paragraphs 8.23 – 8.27
<i>Design</i>	
Out of character	Addressed in the report at Section b) – paragraphs 8.8 – 8.15
Massing too big	Addressed in the report at Section b) – paragraphs 8.8 – 8.15

Over intensification – Too dense	Addressed in the report at Section a) – paragraph 8.6
Visual impact on the street scene (Not in keeping)	Addressed in the report at Section b) – paragraphs 8.8 – 8.15
Accessible provision	Addressed in the report at Section d) – paragraphs 8.26
Number or storeys	Addressed in the report at Section b) – paragraphs 8.12
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at Section c) – paragraphs 8.19 – 8.27
Loss of light	Addressed in the report at Section c) – paragraphs 8.19 – 8.27
Loss of privacy	Addressed in the report at Section c) – paragraphs 8.19 – 8.27
Overlooking	Addressed in the report at Section c) – paragraphs 8.19 – 8.27
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at Section c) – paragraphs 8.19 – 8.27
Refuse store	Addressed in the report at Section e) – paragraphs 8.32
<i>Traffic &amp; Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at Section e) – paragraphs 8.28 – 8.31
Not enough off-street parking	Addressed in the report at Section e) – paragraphs 8.28 – 8.31
Negative impact on highway safety	Addressed in the report at Section e) – paragraph 8.28 – 8.33
Inadequate refuse and recycling provision	Addressed in the report at Section e) – paragraph 8.32
<i>Other matters</i>	
Construction disturbance	Addressed in the report at Section h) paragraph 8.39
Impact on wildlife	Addressed in the report at Section f) – paragraphs 8.34 – 8.36
Impact on flooding	Addressed in the report at Section h) paragraph 8.38
Local services cannot cope	Addressed in the report at Section h) paragraph 8.41
Lack of affordable homes	Addressed in the report at Section h) paragraph 8.40
Sets a precedent for similar development	Not a material planning consideration

6.3 Welcomes Road and Uplands Road Residents Association (WURA) made the following representations:

- Damage to surroundings, including trees and neighbouring property
- Overdevelopment of the site
- Impact on traffic and highways
- Concerns over waste management
- Overlooking of neighbouring property
- Impact on trees
- Out of keeping with the area
- Contrary to Croydon policy
- Over intensification of the existing residential area
- A parking stress survey was submitted by WURA

## **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 February 2019. 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)

- 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

#### 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 beyond Welcomes Road is fairly uniform and consists of large detached houses on relatively large plots – developed at a relatively low density.
- 8.4 The proposal 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 3 bed single-storey house and is in excess of the floorspace threshold. Moreover, the proposal would provide 2x3 bed (4 person units) and 1x2 bed (4 person unit) which would 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, given the site limitations, would be acceptable and would result in a net gain in family accommodation (albeit targeted towards smaller families).



- 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 with a PTAL rating of 1b 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 within this range (175 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.

The effect of the proposal on the character of the area and visual amenities of the street-scene

- 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 large detached dwelling-house and replace it with 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. The topography of the site is very steep with the front of the site set at a lower level which then rises up to the highest point towards the rear of the garden. Whilst it is acknowledged that the proposal would provide four storeys of accommodation (including accommodation in the roof), the scale of development would appear two storeys when viewed from the rear, given that the lower ground floor and ground floor would be dug into the slope.



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

- 8.10 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 (mixture of red brick, white render, aluminium framed windows and grey interlocking plain roof tiles) with an adequate balance between brick, white render and glazing and appropriate roof proportions. The main front element would present a traditional architectural response, consisting of gabled bays.
- 8.11 The front elevation would maintain the existing front building line providing ample space for on-site car parking and associated tree protection measures.
- 8.12 The application site has a large rear garden which is not visible from the public highway or any public vantage points and would be accessed via the first floor level and a ramped access. 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 within its plot. Whilst the frontage would be given over to hard-standing to allow for off street parking for the new dwellings at the lower ground floor level, there would be a stepped landscaped terraced area (rising up from lower ground floor to upper ground floor level) along with a section of soft landscaping towards the northern boundary of the site. This would reflect the arrangement of the neighbouring buildings and would be acceptable.

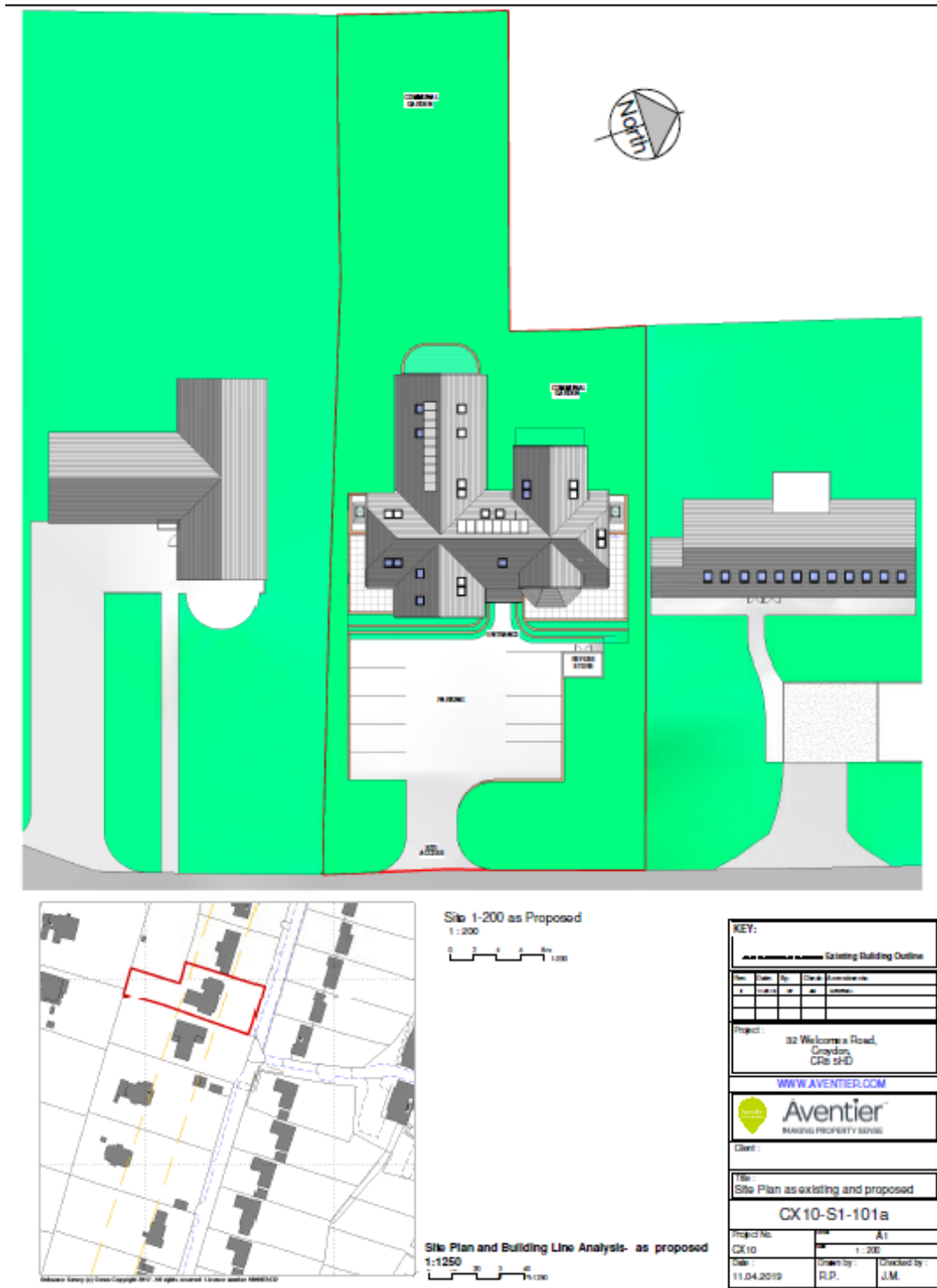


Fig 3: Proposed site plan showing proposal in relation to neighbouring properties

8.13 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 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 Welcomes Road frontage as well as between the proposed development and the neighbouring property to the rear.

- 8.14 The application site is a substantial plot within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. As with these previous schemes, 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 front elevation of proposal

- 8.15 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.

## The effect of the proposal upon the amenities of the occupiers of adjoining properties

- 8.16 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 30 and 34 Welcomes Road, the properties to the rear (22 Welcomes Road and 5 and 7 Abbots Lane) and properties situated on the opposite side of Welcomes Road (25 and 27 Welcomes Road).



Fig 5: Side elevation highlighting the change in levels

### *30 Welcomes Road*

- 8.17 In terms of impacts on 30 Welcomes Road, the proposed front building line (and that of 30 Welcomes Road) would be similar, 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 1.7m. The 45 degree BRE test for loss of light to the rear elevation windows would not be breached and the scheme would be unlikely to have a significant loss of natural light, outlook or an increased sense of enclosure. Whilst the property would have windows serving upper floor flats, it is unlikely that there would be any material loss of privacy.
- 8.18 The property at 30 Welcomes Road does not have any windows in the flank elevation. The side windows at first floor and above will need to be obscure glazed and non-opening up to 1.7m above finish floor level to protect the privacy of neighbouring occupiers. It is considered prudent to condition obscure glazing to ensure that any future overlooking is mitigated along the flank elevations.

### *34 Welcomes Road*

- 8.19 In terms of impacts on 34 Welcomes Road, the proposed front building line (and that of 30 Welcomes Road) would be similar, with the main increase in depth most affecting the rear of the site. The proposed development would not be any closer to the side boundary than the existing side detached garage. Moreover, the proposal would not breach the BRE 45 degree line and would not create a significant loss of light or provide 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.
- 8.20 The property at 34 Welcomes Road has a ground floor side facing window. The first floor side facing windows of Unit 6 would face onto this and would be set at high level to limit loss of privacy. The side windows at first floor and above would also be obscure glazed and non-opening up to 1.7m above finish floor level to protect the privacy of neighbouring occupiers. It is considered prudent to condition obscure glazing to ensure that any future overlooking is mitigated along the flank elevations.

### *Properties to the Rear and Opposite*

- 8.21 The properties located at the rear of the site in excess of 50m from the rear of the proposal, are in an elevated position with a significantly vegetated boundary between the properties. The properties located on the opposite side of Welcomes Road are at a lower level and are separated from the proposal by boundary screening. As such given the separation between these properties no significant impact on residential amenities would occur.
- 8.22 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.

### The Amenities of Future Occupiers/Residential Quality

- 8.23 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.
- 8.24 All the lower ground floor and ground floor units would have access to private front verandas, the first floor units would have access to private rear verandas and the second floor units would have access to rear balconies. There would also be a large communal garden area at the rear of the site with all residents having access via a communal hallway link.

- 8.25 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, this can be secured through use of planning conditions.
- 8.26 In terms of accessibility, level access would be provided from the front door to all units as there is the provision of a lift. 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 deliverable. This can be secured by condition. A disabled space is proposed for the parking area.
- 8.27 The development is considered to result in a high quality development including family units all with adequate amenities and provides a good standard of accommodation for future occupiers in accordance with policy.

#### Traffic and Highway Safety Implications

- 8.28 The Public Transport Accessibility Level (PTAL) rating is 1b which is a low PTAL rating. 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.
- 8.29 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. The network and transport impacts associated with the developments on traffic and transport would be negligible and it is unlikely to have a significant impact on highway safety. The site is around 650 metres from Kenley Station (8 minute walk).
- 8.30 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.
- 8.31 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 within the footprint of the building and are therefore secure and undercover with again easy access via the communal circulation space. However, consideration should be given to a more conventional layout with separate

stands as it is sometimes difficult for wall stands to be used, as such further details will need to be secured by way of a condition.

- 8.32 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.
- 8.33 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 before commencement of work and this could be secured through a condition.

#### Impact on Trees and Wildlife

- 8.34 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.
- 8.35 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.
- 8.36 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.

#### Sustainability Issues

- 8.37 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

- 8.38 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



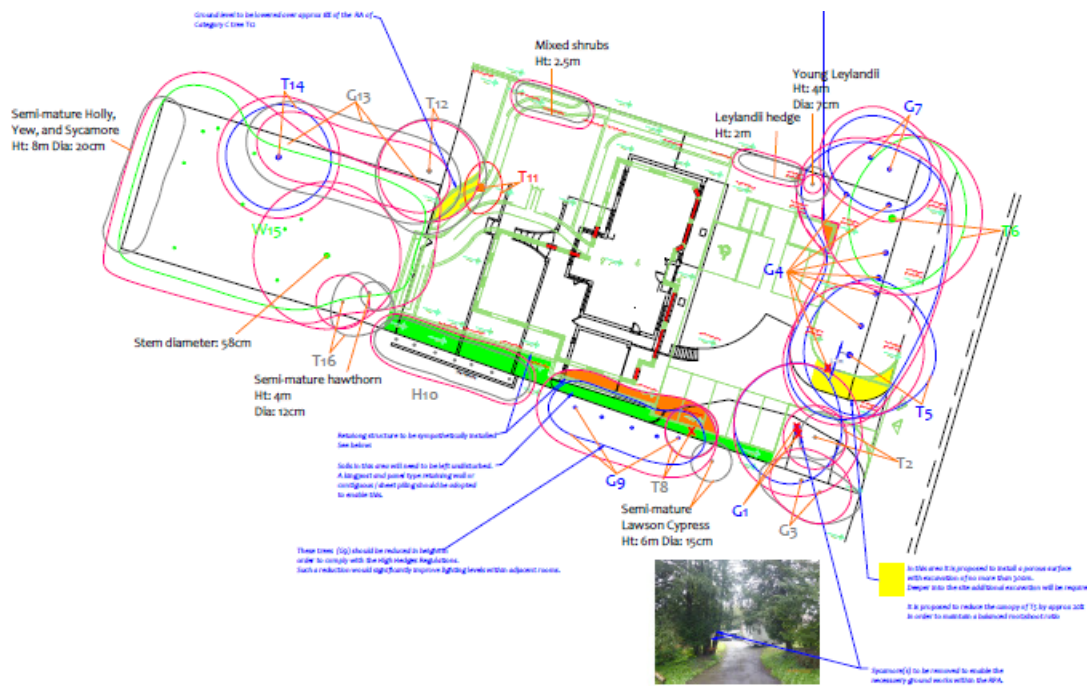


Fig 6: Extract from tree survey showing tree locations



Fig 7: Extracts from submitted landscaping scheme

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.

- 8.39 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.
- 8.40 Whilst representations have been made in respect to a lack of affordable homes being provided at the site, the scheme is for nine units and as such is under the threshold where the provision for affordable homes would be required.
- 8.41 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**

- 8.42 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.
- 8.43 All other relevant policies and considerations, including equalities, have been taken into account.