

PART 6: Planning Applications for Decision

Item 6.8

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/01761/FUL
 Location: Pegasus, Fairhaven Avenue, Croydon, CR0 7RX
 Ward: Shirley North
 Description: Demolition of existing dwelling and erection of a 3-storey block, containing 3 x 3 bedroom houses and 6 x 2 bedroom apartments with associated access, 9 parking spaces, cycle storage and refuse store.
 Drawing Nos: CX27-S1-101A; CX27-S1-102; CX27-S1-103A; CX27-S1-104A; CX27-S1-105A; CX27-S1-106A; CX27-S1-109A; CX27-S1-110B; CX27-S1-111A; CX27-S1-112; CX27-S1-113A; CX27-S1-114A; Hard Landscape Proposal Ground Plan REV A; Soft Landscape Proposal Ground Plan REV A; Tree Protection Plan CCL10127/TTP Rev2; Planting Schedule received 07/06/2019; Tree Specifications received 07/06/2019.
 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		6		3		9

1.1 This application is being reported to Planning Committee because it has been referred by Cllr Chatterjee 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
- 2. Details of facing materials
- 3. Details of car and cycle 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) Informative – advising to engage with highways authority – any damage to highways as a consequence of construction to be made good at the developer's expense
- 4) 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 6 x 2 bedroom (3 person) flats and 3 x 3 bedroom houses.
- Provision of 9 off-street spaces including one disabled bay.
- Provision of associated refuse/cycle stores.

Site and Surroundings

- 3.3 The application site, which is relatively flat, comprises of a large detached property situated on the northern side of Fairhaven Avenue. The land immediately to the west of the site is designated as Metropolitan Open Land.
- 3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style as regards properties within Fairhaven Avenue, the majority of properties appear to be semi-detached or terraced family dwelling-houses.



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

Planning History

3.5 In terms of recent planning history there no relevant applications.

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 contribute 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 3x three-bed 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 10 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a petition, a Residents' Association and a local ward Councillor in response to notification and publicity of the application are as follows:

No of individual responses: 21 Objecting: 21 Supporting: 0 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 paragraphs 8.9 – 8.12
Loss of family home	Addressed in the report at paragraph 8.6
Poor quality development	Addressed in the report at paragraphs 8.27 – 8.32
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.9 – 8.18
Massing too big	Addressed in the report at paragraphs 8.9 – 8.18
Over intensification – Too dense	Addressed in the report at paragraph 8.7
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.9 – 8.18
Accessible provision	Addressed in the report at paragraphs 8.31
Number of storeys	Addressed in the report at paragraphs 8.11
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.19 – 8.26
Loss of light	Addressed in the report at paragraphs 8.19 – 8.26
Loss of privacy	Addressed in the report at paragraphs 8.19 – 8.26
Overlooking	Addressed in the report at paragraphs 8.19 – 8.26
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.19 – 8.26
Refuse store	Addressed in the report at paragraphs 8.37
<i>Traffic & Parking</i>	

Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.33 – 8.38
Not enough off-street parking	Addressed in the report at paragraphs 8.33 – 8.38
Negative impact on highway safety	Addressed in the report at paragraph 8.33 – 8.38
Refuse and recycling provision	Addressed in the report at paragraph 8.37
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.38
Impact on wildlife	Addressed in the report at paragraphs 8.39 – 8.42
Impact on flooding	Addressed in the report at paragraph 8.44
Local services cannot cope	Addressed in the report at paragraph 8.47
Lack of affordable homes	Addressed in the report at paragraph 8.46
Impact on trees	Addressed in the report at paragraphs 8.39 – 8.41

6.3 A petition signed by 40 residents of Fairhaven Avenue made the following representations:

- Out of keeping with the street-scene
- Impact on light
- No demand for 2 bed units
- Increased anti-social behaviour
- Parking stress & highway safety
- Lack of affordable housing
- Impact on trees
- Waste disposal issues
- Poor quality public transport

6.4 Monks Orchard Residents Association raised the following issues:

- Contrary to NPPF paragraph 122
- Contrary to London Plan policy 3.4, 3.5 and 6.13
- Contrary to Croydon Local Plan policy DM10, DM13, DM25, DM29, DM30 and DM45
- Contrary to Suburban Design Guide SPD (2019)
- Overdevelopment of the site
- Poor quality living environment for future occupiers
- Parking stress & highway safety
- Overbearing impact
- Waste disposal issues
- Increased flood risk

- Poor wheelchair access

6.5 Cllr Richard Chatterjee (Shirley North Ward) raised the following issues:

- Contrary to London Plan policy 3.4 and 3.5
- Contrary to DM45 Shirley place homes policy
- Poor quality living environment for future occupiers
- Overdevelopment of the site
- Excessive density
- Parking stress & highway safety
- Waste disposal issues
- Overbearing impact
- Poor wheelchair access
- 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) revised 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:

- Delivery of housing
- Requiring good design
- Promoting sustainable transport

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
- DM45 – Shirley

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 focusses on development 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. It is acknowledged that windfall schemes, which provide sensitive renewal and intensification of existing residential areas, can play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues.
- 8.3 The site has been identified by the developer as a windfall site and as such it could be suitable for sensitive renewal and intensification. The residential character of Fairhaven Avenue consists of detached, semi-detached and terrace houses and bungalows – developed at a relatively low density.
- 8.4 The proposal, whilst incorporating flatted accommodation, has been designed to appear as a terrace of dwelling-houses 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 130sqm. The existing unit is a 4 bed house and is in excess of the floorspace threshold. Moreover, the proposal would provide 3 x 3 bed, 4 person houses which would provide adequate floorspace for 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 relatively small size of the site which limits the number of larger units that can be realistically provided, would be acceptable, would result in a net gain in family accommodation and would contribute to the achievement of the 30% strategic target.
- 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 in a suburban setting with a PTAL rating of 1a and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare

(hr/ha). Whilst the proposal would be in excess of this range (280 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically and also provides sufficient flexibility for higher density schemes to be supported where they are acceptable in all other regards. In this instance the proposal is otherwise acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate clear signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the density of the proposed development is acceptable.

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

- 8.7 The existing property is not protected from demolition by existing policies and would be acceptable, subject to a suitably designed replacement building coming forward. The proposal seeks to demolish the existing detached dwelling-house and replace it with 6 apartments and 3 houses within a single building mass. The scheme has been specifically designed to resemble a terrace of houses, rather than a block of flats. Officers are satisfied that the scheme respects the character of the area and would have limited impact on the Fairhaven Avenue street-scene.
- 8.8 The Croydon Local Plan has a presumption in favour of three storey developments and the application seeks to provide a high quality 3 storey built form that respects the pattern, layout and siting in accordance with Policy DM10.1.
- 8.9 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.
Proposal site is on the right.

- 8.10 The design of the building would incorporate a traditional styled appearance consisting of gables and bays to the front elevation – 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.

- 8.11 Whilst the eaves and ridge heights would be higher than the adjoining property (18 Fairhaven Avenue) they would match with the prevailing street scene that continues to the dwellings at 16A Fairhaven Avenue that terminate the cul-de-sac and would be in line with the prevailing building line.
- 8.12 Whilst the frontage would be given over to hard-standing to allow for off street parking, there would be some soft landscaping incorporated, 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

- 8.13 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 does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching onto 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.
- 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. 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 the neighbouring area.



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

8.15 The proposal has been designed to resemble a row of terraced houses rather than a block of flats. It responds to the local setting and the siting of adjoining buildings and is a sensitive intensification of the plot. 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 closest properties to the site are the adjoining properties at 18 and 20 Fairhaven Avenue and 24 Fairhaven Avenue which is to the north (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 guidelines and is therefore considered acceptable in daylight terms. Officers are content with these conclusions



Fig 5: Proposed side elevation showing the relationship with no.20 on the right

18 Fairhaven Avenue

- 8.17 In terms of impacts on 18 Fairhaven Avenue, the proposed front building line of the proposal would be similar to this neighbouring property. Despite projecting beyond the adjacent rear building line, 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 cause a significant loss of natural light, outlook or the creation of a sense of enclosure (due in part to a lack of windows within the flank elevation of 18 Fairhaven Avenue). Whilst the proposed development would have two side windows serving the first floor flat, it is unlikely that there would be any material loss of privacy due to the fact that said windows would be high level windows set 1.8m above the internal floor level. Nevertheless it is considered prudent to condition obscure glazing to the aforementioned windows to further protect neighbouring amenity.

20 Fairhaven Avenue

- 8.18 In terms of impact on 20 Fairhaven Avenue, the flank wall of the property would be 15m from the proposed front elevation and 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.
- 8.19 This neighbouring property has two first floor windows in the side elevation. The window to the front of this property is a secondary window to a first floor bedroom with the other window lighting a half landing. Although there would be some overlooking of the neighbouring property, the separation distance of 15m between the respective windows is considered to be an acceptable relationship in such a suburban setting. The proposed development would also be suitably set back from the side garden boundary to 20 Fairhaven Avenue – which again, should respect privacy enjoyed by current residents of this property.

24 Fairhaven Avenue (property to the north)

- 8.20 This property is located to the north of the application site and would have a separation of 15m at a 45 degree angle. Given the separation distance and the angled relationship, the impact of the development this neighbour would also be acceptable, in terms of loss of light, outlook, privacy or sense of overbearing. Moreover, the proposed end of terrace property would not feature any windows within its side elevation, overlooking the garden to 24 Fairhaven Avenue.
- 8.21 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 effect of the proposal upon the amenities of future occupiers

- 8.22 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area, as required by London Plan policy 3.5. The combined cupboard and bedroom storage spaces for the units would meet the minimum requirements of the NDSS.
- 8.23 All of the proposed units would have access to private amenity spaces, with the 3 x 3 bedroom houses benefitting from private rear gardens of between 36sqm and 50sqm. Whilst the private amenity space for units 5 and 6 is marginally below the provision required by policy DM10.4 of the CLP (1sqm in each case), both units either accord or exceed the minimum internal space requirements and also benefit from access to a generous communal garden which also incorporates child play space. Overall, the level of private and communal amenity space is considered acceptable.
- 8.24 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 provide 33.4 square metres which can be secured through use of planning conditions.
- 8.25 In terms of accessibility, whilst there is no provision of a lift to provide level access to the upper level flats, level access would be provided from the front door to all units on the ground floor. The London Plan states that the requirement for a lift within developments of four storeys or less should be applied flexibly to ensure that the development is deliverable. Given the constraints of the site and the footprint of the proposed building, it is considered that the site would not be suitable for a lift. Part M4(2) and M4(3) compliance (ground floor of flatted element) would be secured by condition and a blue badge space has been proposed within the parking area.
- 8.26 Overall the development is considered to result in a high quality development, including an uplift in family accommodation and will offer future occupiers a good standard of amenity, including the provision of communal amenity space and child play space.

Traffic and highway safety implications

- 8.27 The Public Transport Accessibility Level (PTAL) rating is 1a which indicates poor accessibility to public transport. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 10.5 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is

encouraged in line with the ambitions of the Development Plan. This scheme proposes 9 on-site parking bays with 1 space designated for each unit, and as such accords with the policy requirements for a development of this nature in this location. The proposed car parking provision is considered acceptable when taking into account the site constraints, the need to provide high quality multi-functional spaces whilst preserving the existing trees on-site and ensuring the best use of land. In the event that additional car parking beyond that provided for onsite was required by future occupants of the development, the surrounding road network provides opportunities for vehicles to park on street.

- 8.28 There are a number of representations that refer to the parking provision, on-street parking and highway safety at the site. In respect to highway safety, the scheme provides 9 off-street parking spaces and 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.
- 8.29 The parking layout and access arrangement would allow for access and exit movements in forward gear and whilst the access point to the site is of a width of 2.75m, this is deemed acceptably wide for private vehicles (i.e. the cars of future occupiers) to pass onto and off of the site which functions as such in its existing state. Whilst it is recognised that emergency vehicles (such as a fire truck) would be unable to access the site, due to the scale of the development and the distance from the street to the rear of the site, such an arrangement can be acceptable subject to the three terraced properties at the northern end of the site being fitted with sprinkler systems (which would be required by Building Regulations). Subject to a condition requiring the applicant to provide drawings demonstrating suitable visibility splays the proposed access arrangement to the site is deemed acceptable and would not harm the safety and efficiency of the highway network.
- 8.30 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 secure and covered cycle store within the rear communal amenity space. This can be secured by way of a condition.
- 8.31 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 side of the building with access to the hardstanding, details of which can be suitably conditioned.
- 8.32 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

- 8.33 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, details of which can be captured through use of a planning condition.

8.34 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.

8.35 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

8.36 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

8.37 The site is not located in any designated flood risk area. 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 use of a planning condition.

- 8.38 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.
- 8.39 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.
- 8.40 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

- 8.41 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.
- 8.42 All other relevant policies and considerations, including equalities, have been taken into account.