

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/03007/FUL  
 Location: 103 Wentworth Way South Croydon CR2 9EZ  
 Ward: Sanderstead  
 Description: Alterations and erection of two storey side extension, single storey rear/side extension and loft conversion including construction of dormer extensions in rear roof slope. Conversion of existing dwelling to form 4 flats; provision of associated car parking and cycle and refuse stores.  
 Drawing Nos: Location Plan, A1/167/01, A1/167/02, A1/167/03, A1/167/10-Revision D, A1/167/11-Revision A and A1/167/12-Revision C  
 Applicant: Mr Jaljit Shonpal  
 Case Officer: R McMinn

Proposed Residential Accommodation

1 bed/2person	2 bed/4person	3 Bed/5 person	Total
1 (25%)	2 (50%)	1 (25%)	4

Car Parking, and Cycle Storage Provision

Car Parking Space	1
Cycle Space	8

1.1 This application is being reported to Planning Committee because local Ward Councillor, Lynne Hale, has objected and referred it to Committee.

**2.0 RECOMMENDATION**

- 2.1 That the Planning Committee resolve to **GRANT** planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issue a Grant of planning permission subject to the following conditions and informatives:
1. Development to be implemented within three years.
  2. In accordance with the approved plans.
  3. Submission of details of soft and hard landscaping, including new/replacement tree planting and biodiversity enhancements, and boundary treatments (including details of children’s playspace) for approval.

4. Following details to be submitted to Council for approval and provided, where appropriate, prior to first occupation of dwellings : refuse storage enclosure appearance, cycle storage enclosure appearance, security lighting, finished floor levels, electric vehicle charging point.
5. Submission of Construction Logistics Plan to Council for approval.
6. Parking management plan, layout and visibility spays to be provided prior to first occupation of new dwellings.
7. Submission of SUDs details to Council for approval.
8. Development to meet 110 litre per person/day water use target.
9. Materials to accord with submission details
10. No windows to be erected at first floor or above in northern flank elevation.
11. Ground floor level units to meet M4(2) accessibility standard.
12. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

### **Informatives**

- 1) Community Infrastructure Levy
- 2) Code of Practice 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 is an application for full planning permission for the erection of a two storey side extension, single storey rear/side extension, loft conversion including construction of dormer extensions in rear roof slope and alterations.
- 3.2 The resulting building would be converted into four flats with provision of associated car parking and cycle and refuse stores.
- 3.3 Amendments were received during the course of the application which changed the car parking on site to 1 space instead of 3. The amendments were subject to re-notification to local residents.
- 3.4 Further changes were made to the proposed rear amenity spaces to show how trees to the rear would be retained and how a front window is altered to include obscure glazing. The amendments weren't subject to re-notification to local residents.

### **Site and Surroundings**

- 3.5 The subject site is located on the east side of Wentworth Way which is currently occupied by a two storey semi-detached dwelling. An electricity substation is located on the south side of the site. The attached dwelling to the north was converted to flats and planning permission was granted retrospectively in 2017 while other neighbouring properties are generally semi-detached dwellings.

Single storey side extensions are common while upper levels are setback from the side boundary. The site is within a Tier 3 Archaeological Priority Area. There are no other designations from the Croydon Local Plan associated with the site.



### **Relevant Planning History**

#### **103 Wentworth Way**

3.6 19/03998/PRE– Feedback sought prior to application.

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

- The principle of a residential development is acceptable given the national and local need for housing and the residential status of the land.
- The proposal includes a family unit dwelling.
- The design and appearance of the development is appropriate. Whilst acknowledged that the extension would add to the mass of built form, the massing and height of the development would be in context with the surrounding built environment.
- The living conditions of adjacent occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory (in terms of overall residential quality) and would comply with the Nationally Described Space Standard (NDSS).

- The level of parking and impact upon highway safety and on street parking would be acceptable.

## 5.0 CONSULTATION RESPONSE

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

## 6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of 10 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 6      Objecting: 6      Supporting: 0

6.2 The following issues were raised in representations. Those objections 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	Addressed in the report at paragraphs 8.1 – 8.4
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.10 – 8.16
Harm of character of the original dwelling	Addressed in the report at paragraphs 8.10 – 8.16
Excessive massing	Addressed in the report at paragraphs 8.10 – 8.16
Visual impact on the street scene (not in keeping)	Addressed in the report at paragraphs 8.10 – 8.16
<i>Amenities</i>	
Adverse impact neighbouring amenities	Addressed in the report at paragraphs 8.20 – 8.25
Disturbance (noise, pollution etc.)	Addressed in the report at paragraphs 8.20 – 8.25
<i>Traffic &amp; Parking</i>	
Negative impact on parking, access and traffic in the area	Addressed in the report at paragraphs 8.26 – 8.31
<i>Other matters</i>	
Impact on trees	Addressed in the report at paragraphs 8.34

6.3 Councillor Lynne Hale (Ward Councillor) referred the application to committee and objected on the following grounds:

Overdevelopment - The proposal for 4 flats would be a significant overdevelopment of this back site due to its density, siting, footprint, bulk and massing.

Housing- Loss of a much needed four bedroom home. Small room sizes offering poor living space amenity – especially given the lifestyle changes brought by Covid-19.

Amenity impact on neighbours - There would be a detrimental impact on the amenities of adjoining occupiers due to the size and siting of the proposal: loss of privacy and overlooking

Adequacy of parking/traffic - Insufficient parking arrangements and suggestion of Wentworth Way for parking is unacceptable – this part of Wentworth Way is already heavily parked and becomes severely congested at school drop off and pick up times

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

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2016, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

### Emerging New London Plan

7.2 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

7.3 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.4 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

7.5 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

7.6 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.2 to 7.4 above.

7.7 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:

- Achieving sustainable development;
- Making effective use of land;
- Delivering a sufficient supply of homes;
- Promoting healthy and safe communities;
- Promoting sustainable transport.

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

7.9 Consolidated London Plan 2016

- 3.1 Ensuring equal life chances for all
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Childrens/young peoples play & informal recreation areas

- 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
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.8 Heritage
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Woodlands and trees

#### 7.10 Croydon Local Plan 2018

- SP1 The Places of Croydon
- DM35 Addiscombe
- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban design and local character
- DM10 Design and character
- DM13 Refuse and recycling
- DM18 Heritage Assets and Conservation
- SP6 Environment and climate change
- SP6.3 Sustainable design and construction
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

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

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019 (SDG)

## 8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Housing and housing mix
3. Townscape and visual impact
4. Housing quality for future occupiers
5. Residential amenity for neighbours
6. Parking and highway safety
7. Refuse storage
8. Flood risk
9. Trees, landscaping and biodiversity
10. Other planning matters

### **Principle of Development**

8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

8.3 The Croydon Suburban Design Guide (2019) sets out how suburban re-development can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.

8.4 The application is for a residential development providing new and additional homes within the borough, which the Council is seeking to provide. The site is



located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.

### **Housing and Housing Mix**

- 8.5 Policy DM1.2 of the CLP states that *'The Council will permit the redevelopment of the residential units where it does not result in the net loss of 3 bedroom homes (as originally built) or the loss of homes smaller than 130m<sup>2</sup>'*.
- 8.6 The house as originally built has 4 bedrooms and an existing floor area of 184.7m<sup>2</sup>. The proposal would not lead to the loss of a small family house and its conversion to flats is acceptable in principle subject to meeting other relevant policies of the London Plan and the CLP. Some objections have raised the matter of a restrictive covenant on the property, however, covenants are not *material* to the consideration of a planning application proposal as they are not subject to the Planning Acts.
- 8.7 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes. It sets a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. In terms of character the Council's Suburban Design Guide advises that *'The built character of an area is not defined by the people who live there, but rather the physical characteristics that it is composed of. Character can change over time and it should be acknowledged that well-designed proposals can have a positive effect on an area. This means that new types of dwelling can be integrated into an existing community'*. Therefore, the definition of character would not preclude new 'flatted' development within a residential area.
- 8.8 The development proposes 4 flats and a unit mix comprising of 1 x 1 bedroom/2 person (25%), 2 x 2 bedroom/4 person (50%), and 1 x 3 bedroom/5 person (25%) flats. The proposal would make provision for 25% of the accommodation as family (3 bedroom) accommodation while the two bedroom 4 person dwellings can also be considered to add to the family housing stock. The proposal would contribute to the family housing stock and would be in line with the principles of the NPPF in delivering a wide choice of quality homes and London Plan Policies 3.8 housing choice, 3.9 mixed and balanced communities.

### **Townscape and Visual Impact**

- 8.9 The design guidance of the SDG specifies extensions and alterations to an existing dwelling should respond to character and be subservient in scale whilst developing a high quality approach to the design in terms of the form, fenestration, materials and detailing. Any proposals which are considered to have a detrimental impact on character will generally be unacceptable.



- 8.10 The design guidance of SDG advises two-storey side extensions are appropriate where space is sufficient and the impacts on the townscape are considered. In terms of townscape two storey side extensions should consider the existing rhythm of the street, including for example characteristic gaps between properties and the symmetry of pairs of semi-detached homes. They should not result in an overly wide or poorly proportioned elevation facing the street. This can usually be avoided by setting the extension back from the existing front elevation; this should be at least 1m at the first floor. They should not exceed the eaves and roof ridge line of the existing house.
- 8.11 In this case it is considered that the side extensions would comply with the SDG guidance. The main width of the existing semi-detached house is 11m, whereas the proposed two storey side extension would add 4 metres in width which would replace an existing garage. The two storey side extension would have the same ridge height as the existing building and would be of a similar form and finished with a hipped roof. A side access and a power substation would be located next to the two storey side extension which would result in a buffer of approximately 5m from the edge of the neighbouring residential property at 205 Tithepit Shaw Lane. The extension would not have such an impact on the appearance of the pair of semi-detached properties as to be detrimental to the streetscene.
- 8.12 The single storey side extension would be located behind the substation where the site is wider due to the angled side boundary and it would extend 5.65m further to side. Given the single storey side extension would be setback 5.5m from the front of the proposed two storey side extension and the obstruction from the substation, it would be subservient and would not present as an overly wide façade.

8.13 The proposed rear dormer would be visible from Princes Avenue which is consistent with the appearance of the dormer of the attached property at 101 Wentworth Way which has been recently converted to flats. There is also a large rear box dormer at 99 Wentworth Way that is visible from the street. The SDG specifies that dormers should not be more than two thirds of the width of the roof and set in from the edge of the roof. The proposed dormer would comply with the SDG guidance and would be appropriate. The proposed extension would be finished in brick to match the existing house and with roof tiles to also match the existing house. There is no objection to the proposed materials subject to them being good match for the existing house.



*Proposed front elevation*



*Proposed rear elevation*

8.14 Therefore, taking these matters into consideration the proposed extensions would be proportionate and subservient to the siting, massing and height of the main dwellinghouse. The extension would maintain the pattern of spacing of development found in the locality. It would have no adverse effect on the visual amenity of the street scene and locality.

- 8.15 The application site is within an established residential area and one in which there is examples of wide front facades and some flatted developments. The individual and cumulative impact of the development on the local character is considered to be acceptable as assessed above. The proposal would result in a development that would have an acceptable impact on the appearance of the street scene and accords with the national and local requirements to intensify the development potential of sites and to optimise the delivery of additional housing in a sustainable manner.
- 8.16 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

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

- 8.17 All of the proposed new units would comply with or exceed the internal dimensions required by the Nationally Described Space Standards (NDSS). While no communal amenity space is proposed on site, all flats would have private external amenity spaces in the form of a private garden area to the rear of the site which exceeds the requirement in Policy DM10.4. While the upper floor flats (flat 3 and 4) would not have direct access to the amenity space, easy access would be provided through the building via a central access. Given this proposed development would be a conversion of an existing building and due to the access and size of the private amenity spaces, on balance, and it is considered sufficient amenity space is provided for the dwellings.
- 8.18 A bedrooms of Flat 1 on the ground floor would look directly out to the front communal path to the communal side garden, however plans have been amended during the application to show the window with obscure glazing below 1.7m from floor level to provide sufficient privacy for the bedroom. While the provision of outlook would be less, this can be appropriate in this instance as it is the smallest bedroom for the flat and an existing opening can be utilised. Other ground floor bedroom windows of Flats 1 and 2 face towards the front but would have a planting area below it to provide some defensible space. Officers are satisfied that the internal spaces would be able to accommodate acceptable in-built storage for future occupants. The 3 bedroom flat would be located at ground floor and this would assist with ease of access for the family dwelling. The car space located in front of Flat 1 would be allocated to Flat 1, therefore, it is considered that the use of the space would not result in any unreasonable disturbance.
- 8.19 Policy requires that 90% of units meet the “easily accessible and adaptable” standard M4(2) and 10% meet “wheelchair user” M4(3) standard but with flexibility allowed, in the draft London Plan, for developments of four storeys or less where there are exceptional circumstances. The proposal being mainly a conversion of an existing building and with two units on upper floors potentially served by lifts is considered to be an exceptional circumstance where it is

acceptable for these standards not to be met. The ground floor units however can comply with the M4(2) standard which can be secured by condition.

8.20 Overall, the proposed development could provide a pleasant place to live for future occupiers. The proposed provision of soft landscaping to the forecourt would contribute to a pleasant public realm.

### **Residential Amenity for Neighbours**

8.21 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 loss of privacy, daylight, sunlight, outlook or an increased sense of enclosure. It is considered that the position of the site and siting and massing of the proposed building on the site would not have any adverse effect in terms of light, privacy, or outlook on the amenities of residents in adjacent properties. The properties bounding the site are to the north at 101 Wentworth Way, east at 93 Princes Avenue, and to the south at 205 Tithepit Shaw Lane.

- **101 Wentworth Way**

8.22 The proposed rear single storey extension would extend beyond the rear building line of the nearest flat at 101 Wentworth Way, however, it has been demonstrated that the proposed extension would not project beyond a 45 degree angle measured from the nearest rear facing habitable room window. No windows would face towards this side of the site. Therefore, this complies with the SDG and no adverse loss of privacy, light, or outlook would result from the proposed extensions.

- **93 Princes Avenue**

8.23 The proposed single storey rear extension would be located between 6.5m and 7.5m from the amenity space of 93 Princes Avenue. This rear extension would not cause any unreasonable impact due to the separation distance and, being single storey, would not result in overlooking. The proposed dormer would include windows which face towards the amenity space of 93 Princes Avenue, however, this would not be significantly different from the views that already occur from the first floor rear facing windows of the existing dwelling. Therefore, it is considered that the proposal would not cause any unreasonable impact on the amenity of the neighbour and is similar to existing circumstances.

- **205 Tithepit Shaw Lane**

8.24 The proposed two storey side extension would be located approximately 20m from the rear of the dwelling at 205 Tithpit Shaw Lane. This would comply with separation distance of 18 metres as recommended in the SDG. While the existing garage on the neighbouring site would block most of the views to the single storey side extension it would not in any case have an unreasonable

impact on the amenity of the neighbour. No side windows are proposed on the south elevation and there would not be any adverse amenity impact.

- **Other Amenity Issues**

8.25 In terms of noise and general disturbance it is considered that there would be noise and general disturbance result from demolition and construction works. However, a condition is recommended to ensure that a construction logistics plan is submitted for approval to manage and minimise disturbance. The development would result in noise levels from the dwellings proposed that is consistent with surrounding residential noise given the minor nature of the development.

8.26 In terms of safety and security, there would be natural surveillance from the proposed flats over the highway of Cheyne Walk. Details of security lighting to the external access and external circulation areas would be secured by condition.

### **Parking and Highway Safety**

8.27 Vehicular access to the site will be from an existing vehicle access from Wentworth Way. A total of 1 car parking space will be provided at ground level and is assigned to Flat 1 (3 bedroom flat). The parking provision would therefore equate to just less than 0.25 car parking space per dwelling and for a scheme including 1 three bedroom flat this is considered an acceptable provision. The site has Transport for London Ptal rating of 1a which indicates poor level of accessibility to public transport links.

8.28 The Planning Statement specifies a parking stress survey submitted with a development application for two proposed dwellings on a neighbouring site (97 Wentworth Way – ref 20/04287/FUL) which demonstrates that there is low on street parking stress (between 35% and 39% of 85 spaces occupied). It is noted in the survey that where roads are too narrow to allow for cars to be parked on both sides of the road that these spaces are omitted from the survey along with any kerbside space within 5m of a junction. A site visit also confirmed that there is space available for parking on the nearby roads. Therefore, it is considered that there is sufficient capacity for car parking on the street for the proposed overspill of 3 car parking spaces of the proposed development as well as the overspill from the proposal at 97 Wentworth Way.

8.29 The site is within a relatively short walking distance to of local bus stops for routes 357, 403, 409 and 685. Cycle storage provision for 8 cycles within an enclosed structure is also made for the dwellings. The cycle storage provision would comply with the minimum standards set out in the London Plan. Further details can be secured via condition to ensure the cycle storage is appropriately accessible and sized.

- 8.30 Given all these circumstances it is considered that the amount of off-street car parking provision would be acceptable.
- 8.31 In terms of road safety the vehicle access is existing, however, further details can be secured via condition to ensure sightlines and visibility splays are appropriate.
- 8.32 Full details of a construction logistics plan can be secured by condition to ensure that the demolition and construction works would be undertaken in a considerate manner.

### **Refuse Storage**

- 8.33 The refuse storage would be sited to the rear of the substation. While officers are satisfied the area could provide an acceptable bin volume for co-mingled refuse the access to the store from the road is narrow (1.25m wide) and would require the occupants to move the bins out for collection. The enclosure would be largely screened from view from Wentworth Way by the substation and landscaping. Details of a waste management plan to demonstrate how the bins will be move out for collection and details of the provision of bins can be secured via condition.

### **Flood Risk**

- 8.34 The site is within an area with a medium risk of surface water flooding. A Sustainable Urban Drainage strategy (SUDs) can be secured by condition.

### **Trees, Landscaping and Biodiversity**

- 8.35 No mature trees are proposed to be removed, while some small trees to the rear would be retained on the site. Private rear gardens and buffer planting is also proposed on the site and would provide an opportunity to provide additional trees and planting on the site. Further details to on the hard and soft landscaping can be secured via condition. Full details of tree planting and other planting could be secured as part of the recommended landscaping condition.

### **Other Matters**

- 8.36 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**

- 8.37 Given the significant need for housing within the Borough, the principle of this residential development is considered acceptable within this area. The proposed design would respect the character and appearance of the residential

area and would represent a sensitive and sustainable redevelopment of the site. Whilst it is acknowledged that the mass of built form would be greater than the existing building currently on site, the proposal would be in context with the transition of the surrounding environment. The proposal would have no significantly harmful impact on the amenities of the adjacent properties and the application demonstrates that the impact on the highway network would be acceptable. Officers are satisfied that the scheme is worthy of a planning permission.

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