

PART 6: Planning Applications for Decision**Item 6.3****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/01658/FUL
 Location: 36 Oakwood Avenue, Purley, CR8 1AQ
 Ward: Purley And Woodcote
 Description: Demolition of a single-family dwellinghouse and erection of 4x two-storey semi-detached houses with accommodation in the roof, and 4x one-storey semi-detached houses with accommodation in the roof, with associated access, car parking, cycle and refuse storage.
 Drawing Nos: DX04-S1-101B; DX04-S1-102A; DX04-S1-103B; DX04-S1-104A; DX04-S1-105A; DX04-S1-106A; DX04-S1-107A; DX04-S1-108A; DX04-S1-109A; DX04-S1-110A; DX04-S1-111A; DX04-S1-112A; DX04-S1-113A; DX04-S1-114A; DX04-S1-115A; DX04-S1-116A; DX04-S1-117A.
 Applicant: Mr Shervin Khazeni of Aventier Ltd
 Case Officer: Nathan Pearce

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision				4	4	8

	Car parking spaces	Cycle parking spaces
Existing	2	0
Proposed	9	16

1. This application is being reported to Planning Committee because of the number of neighbour objections, referral by a ward councillor (Councillor Simon Brew) and by the Riddlesdown Residents' Association.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:
 - a) A financial contribution of £12,000 for improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or

highway changes such as on street restrictions. Membership of car club for the units for 3 years.

b) And any other planning obligations considered necessary.

2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement and issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Construction Logistics Plan
4. Tree Protection Plan
5. Details of facing materials
6. Landscaping
7. Sustainable urban drainage details
8. Biodiversity Enhancement Layout
9. Electric Vehicle Charging Points
10. Cycle parking and refuse
11. Car parking
12. Windows restrictions
13. Visibility splays
14. Accessible units
15. Energy emissions
16. Conditions requested by ecology consultant
17. Land levels
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1)Section 106
- 2)CIL
- 3)Code of practice for Construction Sites
- 4)Light pollution
- 5)Nesting birds
- 6)Boilers
- 7)Refuse
- 8)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 four blocks of semi-detached dwellinghouses (8 houses total).
- Provision of 9 off-street parking spaces.
- Provision of external refuse store.

- 3.2 Amended plans were received showing an additional refuse store and bulky goods storage area, segregated pedestrian access, minor amendments to parking spaces including an accessible space and increased distances for manoeuvring. No re-notification was conducted because the amendments did not lead to a material change in circumstances.

Site and Surroundings

- 3.3 The application site is a large detached property situated on the east side of Oakwood Avenue. The topography of the site is a sloping site that rises from east to west. Oakwood Avenue is at a higher level than the dwellinghouse. The dwellinghouses of the west side of Riddlesdown Road are immediately to the rear of the site, with one of these dwellings (no.110) being the location of the Purley Cattery business.
- 3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style in regard to the properties along Oakwood Avenue, the majority of properties appear to be detached family dwellinghouses. The site has a Public Transport Accessibility Level (PTAL) of 0.



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

Planning History

- 3.5 None relevant on this site.

4. 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 more than 30% 3-bedroom houses.
- 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.

Historic England (Greater London Archaeological Advisory Service (GLAAS))

5.2 GLAAS advised that the proposal was unlikely to give rise to archaeological impacts and no conditions were necessary.

Ecological consultant

5.3 The Council's ecological consultant advised that sufficient information had been provided to assess the impact on ecology and that subject to conditions the impacts were acceptable.

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 9 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a ward councillor and the Riddlesdown Residents' Association in response to notification and publicity of the application are as follows:

No of individual responses: 259 Objecting: 258 Supporting: 1
Comment: 0

6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of objections	Response
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.6
Loss of family home	Addressed in the report at paragraph 8.2 – 8.6
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.6
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.7 – 8.12
Massing too big	Addressed in the report at paragraphs 8.7 – 8.12
Over intensification – Too dense	Addressed in the report at paragraph 8.7 – 8.12
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.7 – 8.12
Accessible provision	Addressed in the report at paragraphs 8.21
Number of storeys	Addressed in the report at paragraphs 8.9
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.13 – 8.17
Loss of light	Addressed in the report at paragraphs 8.13 – 8.17
Loss of privacy	Addressed in the report at paragraphs 8.13 – 8.17
Overlooking	Addressed in the report at paragraphs 8.13 – 8.17
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.13 – 8.17

Refuse store	Addressed in the report at paragraphs 8.28
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.23 – 8.29
Not enough off-street parking	Addressed in the report at paragraphs 8.23 – 8.29
Negative impact on highway safety	Addressed in the report at paragraphs 8.23 – 8.29
Refuse and recycling provision	Addressed in the report at paragraphs 8.23 – 8.29
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.35
Impact on wildlife	Addressed in the report at paragraphs 8.30 – 8.32
Impact on flooding	Addressed in the report at paragraph 8.34
Local services cannot cope	Addressed in the report at paragraph 8.37
Lack of affordable homes	Addressed in the report at paragraph 8.36
Impact on trees	Addressed in the report at paragraphs 8.30 – 8.32

Cllr Simon Brew (Purley & Woodcote Ward Councillor) referred the planning application to Planning Committee raising the following issues as part of his referral:

- Poor quality documentation and mistakes within the Design and Access statement
- Impact on Purley Cattery business
- Over intensification
- Overdevelopment
- Detrimental impact on trees
- Detrimental impact on local amenity
- Inadequate parking provision
- Refuse store located too far from highway
- Cumulative impact on Local Infrastructure

The Riddlesdown Residents Association referred the planning application to Planning Committee raising the following issues as part of his referral:

- Over intensification of the existing residential area
- Poor quality documentation and mistakes within the Design and Access statement
- Bulk scale and massing
- Contrary to NPPF
- Detrimental impact on adjoining amenity
- Inadequate back to back distances
- Poor design
- Overlooking of neighbouring amenity
- Flood risk concerns
- Highway safety concerns
- Impact on local infrastructure

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:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The New London Plan remains at an advanced stage

of preparation but full weight will not be realised until it has been formally adopted. Despite this, in accordance with paragraph 48 of the NPPF substantial weight can be applied to those policies to which the Secretary of State has not directed modifications to be made.

7.5 The policies of most relevance to this application are as follows:

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

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
- DM42 – Purley

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. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas

play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues. Furthermore the Croydon Local Plan 2018 anticipates that roughly a third of housing delivery over the plan period will come from District Centres and windfall sites.

- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The residential character of Oakwood Avenue consists of detached houses.
- 8.4 The proposal has been designed to appear as two semi-detached blocks facing the highway and two semi-detached blocks facing an internal courtyard. This would help to maintain the overall character of the streetscene.
- 8.5 Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and small family homes and homes built as 3-bed homes are also protected. The existing unit is a 4-bed house and the proposal would provide 4 x 3 bed and 4 x 4 bed units which would provide adequate floorspace for families. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.
- 8.6 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 0 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 (226 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 (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the scheme is supported.

The effect of the proposal on the character of the area and visual amenities of the streetscene

- 8.7 The existing property is not protected from demolition by existing policies and its demolition is acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to replace it with 8 units. The scheme has been specifically designed as four semi-detached dwellings because this would work well with the topography and be an efficient use of the site. The two-storey dwellings plus habitable roofspace with pitched roofs and gable fronts facing the highway would have design characteristics that are similar to those seen on the dwellings within the area. Officers are satisfied that the scheme respects the street-scene.
- 8.8 The Croydon Local Plan has a presumption in favour of three storey development and the application seeks to provide two three-storey buildings with habitable

roofspace providing a high quality built form that respects the land level changes, 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 front of the proposal in relation to neighbouring properties.

8.10 The design of the buildings would incorporate a traditional styled appearance consisting of gables and pitched roofs, maintaining the overall street scene with use of an appropriate materials palette with an adequate balance between brick and glazing and appropriate roof proportions.

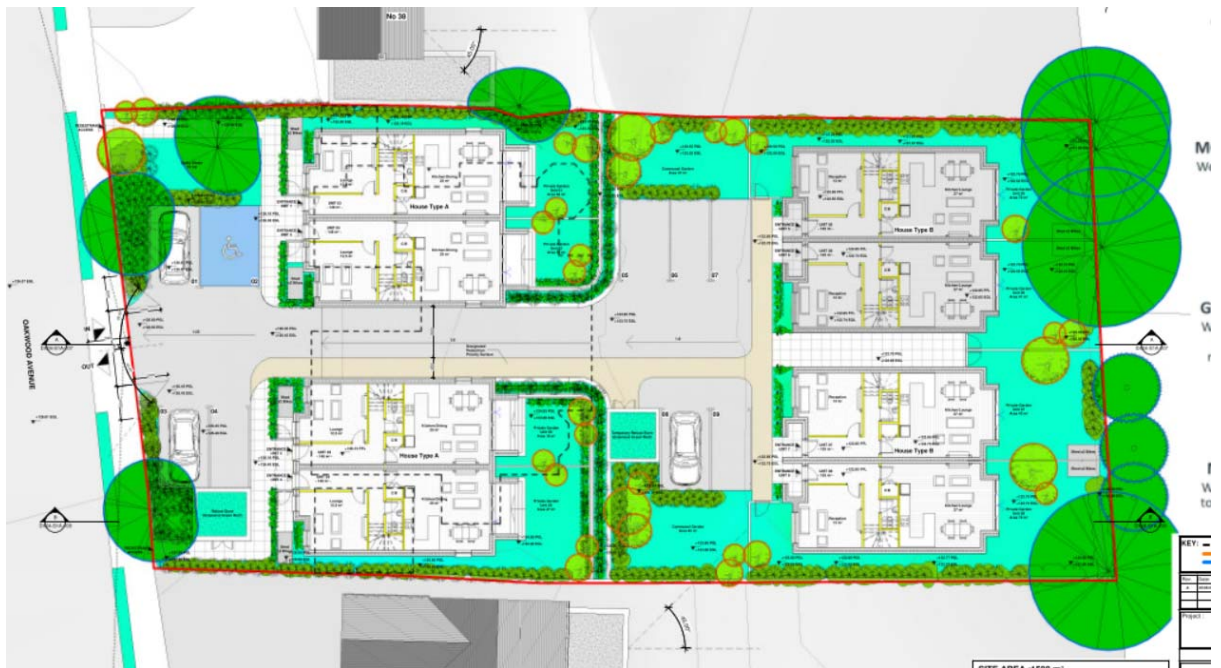


Fig 3: Proposed site plan showing proposal in relation to neighbouring properties.

8.11 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 on the public highway. Whilst some of the frontage would be given over to hard-standing to allow for off street parking there would be some soft landscaping surrounding it, along with a section of soft landscaping along the front boundary. The proposed landscape design will protect most of the existing trees and will provide a large variety of bushes and hedges. 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 does offer sufficient opportunities for soft landscaping.

8.12 The application site is a substantial plot within an established residential area. The scale and massing of the new buildings would generally be in keeping with the overall scale of development found in the immediate area whilst sensitively intensifying it and the layout of the development would respect the streets pattern and rhythm.



Fig 4: CGI of site showing proposal from Abbots Lane

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

8.13 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 with the potential to be most affected are the neighbouring properties at 34 & 38 Oakwood Avenue; the dwellings on Riddlesdown Road to the rear of the site; and the dwellings opposite on Oakwood Avenue.



Fig 5: Proposed side elevations showing change in levels



Fig 6: Plan showing relationship to neighbouring properties

34 & 38 Oakwood Avenue

- 8.14 No.34 is to the north and no.38 is to the south of the site. The house type A dwellings at the front of the site would not break 45 degree lines drawn from the rear habitable room windows of the neighbouring occupiers at no.34 & 38.
- 8.15 No.34 has side facing first floor windows, the middle window serves a habitable room, this window is approximately level with the proposed rear elevation of the proposal therefore it is considered that the proposal would not lead to a detrimental impact in terms of loss of light and outlook for occupiers.

- 8.16 No.38 has a side facing first floor window, this window is approximately level with the proposed front elevation of the proposal therefore it is considered that the proposal would not lead to a detrimental impact in terms of loss of light and outlook for occupiers.
- 8.17 The house type B dwellings at the rear would conflict with the 45 degree lines, however the distance from the rear of the dwellings would be more than 12m and they would be at a lower level given the change in levels on the site and the type B dwellings being single-storey plus habitable roof space.
- 8.18 Given the separation distance and change in levels it is considered that the proposed development would not result in a significant loss of privacy and overlooking of neighbouring property. Although there would be some additional overlooking of neighbouring private amenity, this amenity is already overlooked by the existing windows of neighbouring properties.
- 8.19 First floor obscure glazed windows are proposed on the dwellings, these will need to be obscure to prevent overlooking of neighbouring property. A condition can be added.

Dwellings opposite at 37A-37C Oakwood Avenue

- 8.20 These dwellings are to the west of the proposal site. There would be a minimum of 30m from the front of the development. This is considered to be an acceptable relationship in a suburban setting such as this.

108 and 110 Riddlesdown Road at the rear of the site

- 8.21 These dwellings are to the east of the proposal site. They are at a lower level than the application site and the closest building would be 6.3m from the boundary of no.110 and 28m from the rear of the dwelling at no.110.
- 8.22 No.110 is the site of the Purley Cattery business, the cat boarding is located at the rear of no.110 in close proximity to the boundary with the application site. Although the impact on the business is a material planning consideration, it is considered that the additional residential development within a site that is currently used as residential would not lead to a detrimental impact on neighbouring uses. Given the proximity of neighbours to the site, it is recommended that a condition be added requiring a Construction Logistics Plan and a considerate construction informative be added to remind the applicant of the Council's Code of Practice on the Control of Noise and Pollution from Construction Sites.
- 8.23 It is considered that given the separation distances that there would not be a significant impact on these dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

8.24 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

8.25 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.

8.26 The units would have access to private amenity space which meets the required standards. A small area of communal amenity space is provided, although it is noted that, being a scheme for flats, this is not a requirement.

8.27 In terms of accessibility, all of the units would be M4(2) compliant which is acceptable.

8.28 Overall the proposal 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 thus accords with relevant policy.

Traffic and highway safety implications

8.29 The Public Transport Accessibility Level (PTAL) rating is 0 which indicates very 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 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 12 spaces.

8.30 Although the scheme only proposes 9 on-site parking spaces, a parking survey has been provided showing very low parking stress (5 spaces of 70 were occupied). The proposed car parking provision is considered acceptable when taking into account the low on street parking stress.

8.31 There are a number of representations that refer to the highway safety at the site. In respect to highway safety, the access is centrally located with good visibility and vehicles have the ability to turn on site. A swept path plan has been accepted by highways engineers, this will allow for vehicles to enter and exit in first gear.

8.32 A financial contribution of £12,000 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions. Membership of car club for the units for 3 years. This is

required because of the increased traffic generated from the increased number of units.

- 8.33 Cycle storage for 2 cycles per unit would be provided within the rear gardens of the units. 20% of parking spaces must be provided with active charging points, with active EVCPs. This will be conditioned.
- 8.34 The refuse arrangements would be acceptable and for an 8 unit scheme would require 1x1100ltr landfill, 1x1280ltr commingled dry recycling and 1x140ltr food recycling which has been accommodated within the site. One refuse store is located close to the highway, the other store is in the middle of the site and is a temporary storage area from where the refuse will need to be taken to the highway on collection day. It can be secured by condition.

A condition has been added requiring pedestrian visibility splays to be retained.

- 8.35 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

- 8.36 The site is bordered by established trees and shrubs adding to the overall amenity value and also providing a good degree of screening. The proposed landscape design will protect most of the existing trees and will provide a large variety of bushes and hedges. A landscaping and planting plan has been submitted and can be conditioned. The proposal seeks to remove two category C trees and some pruning works are required to facilitate the proposal.
- 8.37 Foundations for three of the new dwellings extend into the theoretical Root Protection Areas of T3, T7 and T8. However, only small portions are affected. In order to minimise the potential impact upon these trees, it is proposed to excavate the foundations within the Root Protection Areas of these three trees using hand tools to a depth of 600mm, under the supervision of the project arborist. Deeper excavation may be undertaken using a mechanical excavator so long as it operates from a suitable load spreading surface or from outside all Root Protection Areas. Excavation for the foundations shall not extend more than 200mm beyond the build line in the direction of the trees to keep the extent of excavation towards the trees down to the minimum amount possible.
- 8.38 Foundations for one new dwelling will extend into to the theoretical Root Protection Areas of T1, T2 and T4. No more than 12.5% of any RPA shall be affected by the proposed foundations. In order to minimise the potential impact on the root systems of these trees, a shallow raft or beam foundation is proposed to ensure the retention of any roots in excess of 40mm. A tree survey has been submitted and the new tree planting detail submitted is acceptable. It is

recommended that a condition be added requiring these details to be agreed prior to commencement of development.

- 8.39 The works should also be undertaken in accordance with the Arboricultural Report and Impact Assessment recommendations and this has been conditioned.
- 8.40 A Preliminary Ecological Appraisal and Preliminary Inspection for Bats relating to the likely impacts of development on designated sites, protected species and priority species & habitats has been submitted with the application which has been assessed by the Council's ecology consultant. In addition a Bat Survey did not record any evidence of bats.
- 8.41 The ecology consultant is satisfied that there is sufficient ecological information available for determination. The likely impacts on protected and priority species & habitats can be made acceptable with appropriate mitigation measures secured.
- 8.42 The mitigation measures identified in the Bat Emergence/Re-entry Surveys and Mitigation Report should be secured and implemented in full. This is necessary to conserve and enhance protected and priority species particularly bats. This has been conditioned.
- 8.43 A Biodiversity enhancement strategy is also required as a pre-commencement condition to enhance protected and priority species/habitats. This has been conditioned.
- 8.44 The Council has certainty of the likely impacts on protected species and sites. Through the imposition of planning conditions and work undertaken to date, the local planning authority has operated in accordance with its statutory duties relating to biodiversity and national and local policy requirements.



Fig 7: Extract from submitted soft landscaping scheme

Sustainability Issues

8.45 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

8.46 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 a condition.

8.47 An Archaeological desk based study has been submitted with the application. The study has been assessed by The Greater London Archaeological Advisory Service who have recommended no archaeological requirement.

8.48 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.

8.49 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for 8 units and as such is under the threshold where the provision for affordable homes would be required.

8.50 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 & planning balance

8.51 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and weight is given to the provision of family units. The proposal, through amendments would have an acceptable impact on neighbouring properties. Overall, the scheme is considered to provide high quality homes in a fashion responsive to the plot and its character and the scheme is recommended for approval.

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