

1.0 APPLICATION DETAILS

Ref: 21/04742/FUL
 Location: 2 Shaw Crescent, South Croydon, CR2 9JA
 Ward: Sanderstead
 Description: Demolition of single-family dwellinghouse and erection of 4x 3-storey semi-detached dwellinghouses and a terrace of 3x 2-storey dwellinghouses containing total of 7x 3-bedroom units.
 Drawing Nos: FX02-S1-101A, FX02-S1-102, FX02-S1-103C, FX02-S1-104A, FX02-S1-105A, FX02-S1-106A, FX02-S1-107A, FX02-S1-108B, FX02-S1-109A, FX02-S1-110A, FX02-S1-111A, FX02-S1-112A, FX02-S1-113A, FX02-S1-114A, FX02-S1-115A, FX02-S1-116A, FX02-S1-117A, FX02-S1-118A, FX02-S1-119A, FX02-S1-120A, FX02-S1-121A, FX02-S1-122A, Tree Protection Plan ref. CCL10710/TPP Rev.1.
 Agent: Mr Gerasimos Stamatelatos
 Applicant: Aventier Ltd
 Case Officer: Nathan Pearce

	2 beds	3 beds	4 bed	TOTAL
Existing	0	0	1	1
Proposed (all market housing)	0	7	0	7

Number of car parking spaces	Number of cycle parking spaces
11	14

1.1 This application is being reported to Planning Committee in accordance with the following Committee Consideration Criteria:

- Objections above the threshold in the Committee Consideration Criteria
- Application referred by Local Ward Councillor Tim Pollard

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to the completion of a legal agreement to secure the following:

- A financial contribution of £10,500 for sustainable transport improvements and enhancements.

2.2 That the Director of Planning and Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.

- 2.3 That the Director of Planning and Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

CONDITIONS

1. Commencement time limit of 3 years
2. Carried out in accordance with the approved drawings and reports
3. Carried out in accordance with the approved tree protection plan
4. Carried out in accordance with the approved ecological surveys and reports

Pre-commencement conditions

5. Construction Management Plan and Construction Logistics Plan
6. Construction environmental plan for biodiversity
7. Ecological protection of protected species
8. Biodiversity mitigation and enhancement measures
9. Materials / details to be submitted
10. Submission of landscaping details
11. Submission of SUDS details

Pre-Occupation Conditions

12. Ecological lighting strategy
13. Compliance with Tree Protection Plan
14. Submission of site waste management plan for refuse collection
15. Implementation of car parking as shown on plans
16. Installation of EVCPs at 20% active and 80% passive
17. One unit to be accessible homes M4(3) and remainder M4(2)
18. Compliance with energy and water efficiency requirements
19. Compliance with fire statement
20. Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative
7. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration

- 2.4 That, if by 10th June the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the demolition of the single family dwelling house (two-storey) and the redevelopment of the site to provide 7 new dwelling houses. It is proposed to provide two pairs of semi-detached dwellings along the existing frontage with 3 terraced dwellings located to the rear of the site.
- 3.2 The site would be accessed via the existing highway on Shaw Crescent and a new access road would be incorporated to provide vehicular and pedestrian access to the rear of the site.
- 3.3 The proposal would provide 11 off street car parking spaces to the front and middle of the site, 14 cycle parking spaces with associated landscaping. Each property would have private amenity to the rear.



Figure 1-CGI of proposed semi detached dwellings fronting Shaw Crescent

- 3.4 It should be noted that amended drawings were received during the application period which reduced the number of units from 8 to 7, reduced the amount of hardstanding within the site (by removing the turning head for the refuse collection vehicle) and made minor alterations to the layout and appearance of the houses and site. Additional ecology information was also received at the request of the council's ecologist. These revisions have sought to address consultees and objectors concerns where relevant. These changes in the view of officers did not require formal re-consultation on the application given they resulted in reductions and improvements to the scheme.

Site and Surroundings

- 3.5 The application site is located on the southern side of Shaw Crescent and currently comprise one detached dwellinghouse. The site is predominantly flat, with the north-west corner being slightly higher (approximately a 0.9m difference across the site). The area is predominantly residential and comprises a number of two storey detached and semi-detached dwellings. The proposed area is traditional in terms of the architectural style and is suburban in character.

- The site has a Public Transport Accessibility Level (PTAL) of 0 which is considered to be very poor.
- The site is at very low risk of surface water flooding.
- There are no protected trees on the site.
- There are no specific local plan policy designations against the site.



Figure 2-Aerial view of site

Planning History

- 3.6 There are no relevant planning applications associated with the site.
- 3.7 21/00691/PRE - Demolition of existing dwellinghouse; erection of 4no. three-storey semidetached houses comprising 4x3 bedroom units, 2no. two-storey semidetached houses comprising 2x3 bedroom units and 3no. two-storey terraced houses comprising 3x3 bedroom units with associated access, nine parking spaces, cycle and refuse storage.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.
- The proposal provides good quality accommodation for future residents.
- The design and appearance of the development would not harm the character of the surrounding area.
- The proposed landscaping scheme will safeguard and seek to enhance the biodiversity of the site.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATIONS

5.1 The views of the planning service are set out below in material considerations

PLACE SERVICES (Council's ecological advisor)

5.2 Originally objected to the proposal in relation to the potential for badgers to be on site or within the immediate surrounding area. Clarification was received which was satisfactory for the ecologist to recommend no objection subject to conditions securing biodiversity mitigation and enhancement measures. [Officer Comment: the conditions are recommended to be attached to the planning permission].

6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 9 letters of notification to neighbouring properties. The number of representations received in response to the consultation are as follows.

6.2 No of individual responses: 52; Objecting: 51; Supporting: 1

6.3 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.

Objection	Officer comment
<i>Character and design</i>	
Overdevelopment of the site Building is overbearing, too tall, out of character / not in keeping with the area/loss of garden/ internal layout	Acknowledged and addressed in paragraphs 8.7-8.18

Neighbouring amenity impacts	
Overlooking and privacy concerns	Acknowledged and addressed in paragraphs 8.23-8.30
Impact on daylight/sunlight/loss of light to gardens	
Noise	
Parking and highways	
Insufficient parking will lead to overspill parking on surrounding road	Acknowledged and addressed in paragraphs 8.36-8.44
Insufficient turning space on the site so vehicles will have to reverse onto The Gallop which is dangerous	
Refuse vehicles cannot access the site	
Other	
No improvement to supporting infrastructure or public transport is proposed	A CIL contribution will be provided.
Impact due to construction traffic	Acknowledged and addressed in paragraph 8.43
Increased fire risk	Acknowledged and addressed in paragraph 8.51-8.54
Surface water flooding	Acknowledged and addressed in paragraph 8.47-8.49
Impact on wildlife/biodiversity	Acknowledged and addressed in Paragraph 8.34-8.35
Impact on trees	Acknowledged and addressed in Paragraph 8.31-8.33
Support	Officer comment
Provides additional new homes	Acknowledged and addressed in Paragraph 8.2-8.6

6.4 Local Ward Councillor, Tim Pollard, objected to the proposed development and referred the planning application to be considered by planning committee. The councillor raised the following concerns in relation to the proposed development:

- Overdevelopment of the site
- Out of keeping with the area
- Impact on amenity of neighbouring occupiers

6.5 Local Ward Councillor, Helen Redfern, objected to the proposed development. The councillor raised the following concerns in relation to the proposed development:

- Overdevelopment of the site
- Character and appearance

- Poor living conditions for future occupiers
- Poor design, impact on streetscene
- Inadequate refuse storage
- Overbearing impact on neighbours
- Increased noise and light pollution
- Frontage dominated by car parking

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 London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2021). 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.

7.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D11 Safety, security and resistance to emergency
- D12 Fire Safety
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- 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
- S12 Flood risk management
- S13 Sustainable drainage
- 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

Croydon Local Plan (2018):

- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling
- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM43 Sanderstead

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019)
- Section 106 Planning Obligations in Croydon and their relationship to the Community Infrastructure Levy (2019)
- Croydon SPG 12: Landscape Design
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Design and impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Trees, landscaping and ecology
- Access, parking and highway safety
- Flood risk, SuDS and energy efficiency
- Other matters

Principle of development

- 8.2 The existing use of the site is residential (C3) and as such the principle of redeveloping the site for residential purposes is acceptable in land use terms. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H2 seeks to increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site is acceptable, subject to the design and impact on the character of the area being acceptable, which is covered below.
- 8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough. The proposed scheme would provide seven 3 bedroom homes so this strategic policy requirement is met.
- 8.4 The Croydon Local Plan has identified that some existing residential areas have the capacity to accommodate growth without significant change to its character. Several approaches have been outlined within the Suburban design Guide SPD (SDG). This would see the replacement of a single family dwelling house with a housing development that would increase the existing density, massing and footprint.
- 8.5 This approach optimises the development potential of the site, allows for a suitable layout and appreciation of the site context and allows for a considered response. Therefore, the principle of development in terms of *land use* is acceptable and would be supported in policy terms.
- 8.6 The proposed scheme on the site for 7 units would not trigger affordable housing contributions in line with policy SP2 or London Plan policy H4 or H5.

Design and impact on the character of the area

Height, scale, massing and layout

- 8.7 The proposed dwellings to the front of the site would respect the existing building lines of the neighbouring properties which front Shaw Crescent in terms of their orientation and siting.
- 8.8 The height of the proposed dwellings fronting Shaw Crescent are considered to be acceptable and in line with the objectives of the Croydon Local Plan and the Suburban Design Guide. Local Plan Policy DM10.1 states that new developments should be of at least three storeys. The height of the development would be two full floors with accommodation in the roofspace therefore complying with the aims and objectives of the guidance. The dwellings to the rear of the site would be 2 storeys in height providing a built form that is subservient to the dwellings to the front, which is appropriate given their 'backland' siting.

8.9 With regards to the layout and siting of the proposed development, it is considered that the siting of the built form is acceptable. The proposals are set away from the neighbouring side boundaries maintaining a separation distance between the proposed dwellings and the existing neighbouring properties. This development pattern is consistent with the surrounding built form which contributes to the suburban character of the area. Whilst it is noted that the built form to the rear of the site within the existing garden is not a characteristic of the local area, the Local Plan and Suburban Design Guide supports this form of development subjecting to meeting the aims and objectives of the relevant policy, guidance and the gradual evolution of the suburbs.

8.10 A central route is provided through the middle of the site to facilitate vehicular and pedestrian access to the rear. Each dwelling would benefit from private amenity space in the form of a designated rear garden.



Figure 3-Proposed Site Plan

8.11 Section 2.9 of the Suburban Design Guide states that back to back distances of new to new dwellings should to a minimum of 12m. With regards to the relationship of the dwellings located within the rear of the site with those located on at the front on Shaw Crescent, a separation distance of between 14m and 18m will be provided which is consistent with the relevant guidance.

8.12 The guidance states further that back to back distances of new to existing 3rd party dwellings should be at a minimum of 18m. With regards to the proposed dwellings to the rear of the site and their relationship with the existing dwellings on Westfield Avenue, these would be located approximately 40m away from the existing dwellings, ensuring that the proposals meet the relevant objective of the Suburban Design Guide as set out within section 2.9.

- 8.13 With regard to the front landscaping the proposed layout has an appropriate mix of hard and soft landscaping. This allows for the required quantum of car parking to be provided on-site, whilst allowing meaningful soft landscaping in the form of lawn areas, hedging and trees.
- 8.14 Overall it is considered that the height, massing, scale and site layout of the proposed development, would be in line and consistent with the aims and objectives of Policy DM10 and the Suburban Design Guide.

Detailed design

- 8.15 The design principles of the dwellings fronting Shaw Crescent have been drawn from the contextual character analysis to provide an asymmetrical roof form when viewed from the street. A cat slide roof feature is present on both pairs of semi-detached dwellings. This feature is considered to help break up the massing of the elevation and provides definition so that the dwellings appear comfortable as part of the wider street scene.

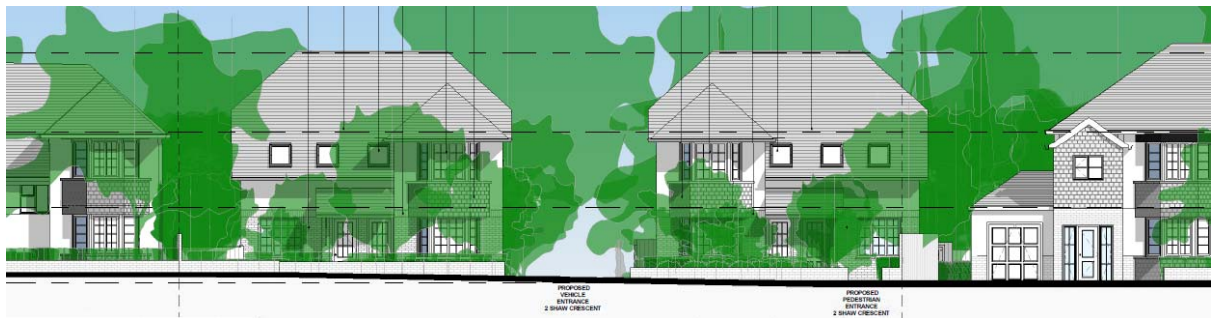


Figure 4-Elevations fronting Shaw Crescent

- 8.16 The proposed fenestration of the dwellings to the front of the site have taken a traditional approach in terms of their formation on the front elevation of the dwelling which would be in keeping with the traditional architectural styles of the existing dwellings within the local area.
- 8.17 The elevations of the two pairs of semi-detached dwellings are broken up through the use of different materials at the ground and upper floors. A traditional brick would be used on the ground floor of the dwellings and as white render is a common feature found within the local area, it will be used on the upper floors of the development. A red clay tile would be used for the roof of the dwelling. It is considered that the proposed material choice ensures that the development is sympathetic with the surrounding area in terms of the traditional style of architecture through the use of materials such as brown brick and white render.
- 8.18 The proposal to the rear takes on a more subdued and subordinate design approach to read as a back land development and to reduce its impact on the proposed and surrounding properties. With regards to the overall built form within the rear of the site, the design has sought to reduce the impact of the built form through the creation of a short asymmetrical terrace. It is considered that this results in a less dominant elevation in terms of the built form to the rear and reduces its impact on the character of the wider area.



Figure 5-Front elevations of dwellings to the rear of the site

- 8.19 The proposed materials for the rear of the development will complement those to the front to ensure that the development is read as a whole.
- 8.20 The design approach is considered in keeping with the character of the street in terms of design, height, scale, massing and layout. It has an appropriate balance of hard and soft landscaping.

Quality of accommodation and internal layout

- 8.21 The National Design Guide states that well designed homes should be functional, accessible and sustainable. They should provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. Homes should meet the needs of a diverse range of users, taking into factors such as ageing population and cultural differences. They should be adequate in size, fit for purpose and adaptable to the changing needs of their occupants over time. London Plan Policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units comply with the minimum space standards and internal layouts provide hallways and adequate storage space.
- 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. All of the proposed dwellings are arranged traditionally in terms of their layouts with living accommodation located on the ground floor and bedrooms/study rooms provided on the upper floors. Each property would be dual aspect, which will provide suitable cross ventilation, providing greater flexibility in the use of rooms whilst also being better equipped for future adaptability. This would also provide sufficient daylight to enter the units whilst also providing a good level of outlook for the future occupiers of the development.
- 8.23 Some of the secondary bedrooms are served by rooflights only. Although this would result in limited outlook for the occupiers of those bedrooms, on balance this is considered acceptable as they are not primary bedrooms and outlook from such rooms is less important than primary living areas such as living

rooms/dining rooms and kitchens. Each dwelling has a minimum private amenity space of 25m² which is acceptable. There is no communal amenity space needed as all of the units are houses.

- 8.24 Good design promotes quality of life for the occupants and users of buildings. In terms of accessibility, one of the units would be M4(3) compliant and all other units would be M4(2) compliant which is acceptable given the typology of the dwelling as a house. This would be secured by condition.
- 8.25 London Plan Policy D12 required that development proposals should achieve the highest standards of fire safety at the earliest possible stage: *'In the interest of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of safety'*
- 8.26 The fire safety statement has been prepared with the level of detail that is appropriate and reasonable to the scale of development. The statement indicates that fire appliances can be located to the front of the property on Shaw Crescent, further to this the properties benefit from extensive rear gardens and to the front that would offer easily accessible refuge for occupiers. The buildings have been designed in such a way to minimise the spread of fire as outlined in the Fire Strategy Statement. The rear building would be 30m from Shaw Crescent within the 45m distance that fire service vehicles should be able to access a property. The proposed development will ensure that there will be viable access for firefighting equipment appropriate for the size of development. It is considered that the statement that has been submitted is sufficient to fulfil the requirements of D12.
- 8.27 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 in accordance with Local Plan Policies SP2 and DM10 and London Plan policies D6, D7 and D12.

Impacts on neighbouring residential amenity

- 8.28 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.
- 8.29 Representations have been made by the neighbours from adjoining and surrounding properties, with regard to impact on overlooking, outlook, privacy and amenity. Officers have assessed the impact on directly affected neighbours on Shaw Crescent, Brian Avenue and Westfield Avenue. The properties with the potential to be most affected are the neighbouring properties at numbers 4 Shaw Crescent, 67 Brian Avenue and 8-12 Westfield Avenue.



Figure 6-Neighbouring Properties

4 Shaw Crescent and 67 Brian Avenue

- 8.30 The pair of semi-detached dwellings at the front of the site are situated broadly in the location of the existing dwelling. Based on the submitted drawings, it can be demonstrated that the proposals do not intersect the 45 degree lines in plan when measured from the nearest ground floor neighbouring habitable room windows. 4 Shaw Crescent does not have any flank windows. 67 Brian Avenue has 2 windows in the flank elevation at first floor, these are obscure glazed and appear to serve a bathroom and stairs which are not habitable rooms.
- 8.31 With regards to the proposed height of the buildings at the front of the site and as noted previously, the built form is arranged over two stories with accommodation within the roof space. The Local Plan and the Suburban Design Guide encourage development of this height within such locations. Based on this policy position, it is considered that the proposed height of the dwellings would be acceptable and in accordance with local policy and would therefore have a limited impact on the outlook or the amenity of the neighbouring dwellings.
- 8.32 The dwellings located to the rear would be situated at least 13m from the existing dwelling at 67 Brian Avenue at an oblique angle. The rear houses are likely to result in some oblique views over the site towards existing dwelling at 67 Brian Avenue. That said, the fenestration of the building to the rear has been arranged

in order to mitigate overlooking particular to the boundary and landscaping is proposed to aid mitigation.

- 8.33 The rear dwellings would be 17m from the rear of the existing dwelling at 4 Shaw Crescent at an oblique angle which would result in some oblique overlooking of the first 10m of the rear garden of 4 Shaw Crescent. Landscaping is proposed to aid mitigation.
- 8.34 Given the developments compliance with the separation distances and heights set out within the Local Plan and the Suburban Design Guide, overall the proposals are not considered to result in significant harm to the outlook, privacy and amenity of the neighbouring properties along Shaw Crescent and Brian Avenue.

8-12 Westfield Avenue

- 8.35 Nos 8-12 Westfield Avenue are situated on the road which runs along the rear of the application site to the south. These dwellings would be set away from the proposed dwellings to the rear of the site by approximately 40m in distance. Given the guidance set out within the Suburban Design Guide and due to the scale, size, subservient design and typology of the rear dwellings, in conjunction with the separation distance, it is considered that there will be minimal harm caused to the outlook and amenity of the neighbouring properties along Westfield Avenue.
- 8.36 The proposed development would not result in undue noise, light or air pollution uncommon to a residential area, 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. Furthermore, the access road is located centrally between the proposed new pairs of semi-detached houses, so would be well separated and buffered from 67 Brian Avenue and 4 Shaw Crescent to either side. Overall it is considered that the proposal complies with the requirements of Policy DM10.6 of the Croydon Local Plan.

Trees, landscaping and ecology

- 8.37 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. Policy G7 of the London Plan supports this position.
- 8.38 The site contains 1 category A tree, 1 category B tree, 1 category B group, 2 category C trees, 1 category C group and no category U trees. The adjoining site to the sides and rear contain 8 category C trees and 1 category C group in close proximity. 2 category C trees and 2 category C groups of small shrubs and hedges will be removed. No other trees will be removed.
- 8.39 The site provides an opportunity to plant a number of new trees as part of a comprehensive landscaping scheme. It is proposed to plant 17 trees and retain 1 category A tree, 1 group of category B trees and 1 category C tree with various shrubs introduced to the site as part of the landscaping proposals. A tree protection plan has been submitted as part of the application and the mitigation

and protection measures are considered appropriate in relation to minimising the harm to the health of the existing trees. The tree officer raises no objection. A condition has been recommended that the development is carried out in accordance with this plan.

- 8.40 It is considered that the landscaping proposals would positively contribute to the suburban character of the surrounding area. Overall the proposed landscaping proposals are considered to provide a development that softens the proposed hardstanding to the rear of the site whilst also seeking to enhance the biodiversity of the site.



Figure 7-Proposed Landscaping Plan

- 8.41 Further details on landscaping and tree protection will be required by condition for the proposal to be considered to comply with Local Plan policy DM10.8.

Ecology

- 8.42 Updated documents were received during the application period with regards to potential badger holes on site. The ecological investigation undertaken by Darwin Ecology found two holes on site. One is overgrown and one is too small for badgers. It is considered likely to be used by foxes commuting between gardens. No evidence of badger sett entrances were found on site. Following consultation, no objections were received however, conditions have been recommended by the council's ecology specialist. The information within the Preliminary Roost Assessment and Preliminary Ecological Appraisal Survey Report (March 2021) and Phase 2 Bat Emergence/Re-entry Survey Report (July 2021) given sufficient information to determine the application. The submitted documentation gives an indication of how biodiversity net gain can be achieved on site.

- 8.43 Officers are satisfied that the information provided now gives certainty of the likely impacts on protected and priority species and habitats, with appropriate mitigation measures secured. Subject to the recommended conditions the development is considered acceptable in terms of mitigating the impact to wildlife and seeking to achieve biodiversity net gain.

Access, parking and highway safety

- 8.44 The site has a Public Transport Accessibility Level (PTAL) of 0 which indicates extremely poor access to public transport. The site is approximately 600m away from bus stops located on Rectory Park. The London Plan requires *up to* 1.5 spaces per dwelling for outer London location with a PTAL of 0.

Access arrangements and car parking

- 8.44 The existing and proposed access to the site would be from Shaw Crescent. A new vehicular crossover is proposed to facilitate vehicle access to the 11 car parking spaces within the site. Swept path assessments have been undertaken using 4.8m long cars. The two existing crossovers would be removed.
- 8.45 The scheme proposes 11 on-site car parking spaces, equating to (just over) 1.5 parking spaces per dwellinghouse. The proposed car parking provision is considered acceptable for the proportion of family units without leading to a significant overspill of parking on to the public highway.
- 8.46 The *maximum* requirement within the London Plan for a PTAL 0 area would be *up to* 1.5 spaces per dwelling and so, the proposed provision meets the policy requirements in terms of not going above the maximum car parking provision allowed by the London Plan. Representation raised concern over inadequate provision of parking spaces for 7 family dwellings, however as stated, the proposal achieves the maximum London Plan requirements. Furthermore as a response to climate change and sustainable development, new developments should not provide excessive car parking for single family use, especially given that there is public transport provision on Rectory Park.
- 8.47 The applicant does not require planning permission to introduce a new crossover on to an unclassified road. Given the constraints of the site the parking arrangements are acceptable in this instance. A condition has been recommended that requires the submission of details relating to the visibility splay onto Shaw Crescent which, given the central access point with land either side under the applicants control, would be achievable. The appropriate pedestrian and vehicular sightlines are shown on the site plan in terms of leaving the site onto Shaw Crescent.
- 8.48 Within the site, sightlines have not been shown from the bays to the front where there is potential for some conflict with vehicles entering and exiting the site. Given the length of the access road, it is unlikely that vehicles will be travelling at speed within the site. Bushes and boundary treatments can be kept to a maximum height of 0.6m in this location to increase visibility.

- 8.49 A condition will be attached to ensure 20% active vehicle charging points would be provided in line with policy DM30 and Policy T6.1 of the London Plan, with the remainder passive.
- 8.50 A draft Construction Logistics Plan has been submitted however the information is incomplete and so a condition will be recommended for full details pre-commencement.
- 8.51 A financial contribution of £10,500 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 or 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.

Cycle parking

- 8.52 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 14 cycle parking spaces for residents and given the scale of development, there is no requirement for visitor parking. Cycle parking has been located to the side/rear gardens of the dwellings and given that the application is for single family dwelling houses, this arrangement is considered acceptable.

Refuse / Recycling Facilities

- 8.53 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin stores are located to the front and the rear of the development site and are of an appropriate size to accommodate the required bins. Whilst the refuse stores at the front of the site would be an appropriate location for collection by operatives, the refuse stores to the rear are too far for operatives to collect and it is necessary for occupiers of these houses to move their bins to an area in the middle of the site for collection by operatives. The furthest collection point is 21m from the highway, marginally over the 20m. The collection points are a maximum of 29m from the stores at the front of the rear dwellings, so within the 30m accepted. The location of bulky waste storage has also been provided within the site layout plan and is acceptable.

Flood risk, SuDS and energy efficiency

- 8.54 The site is within flood zone 1 and is at very low risk of surface water flooding. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area and hardstanding will incorporate permeable paving which drain to adjacent soft landscaping areas. The storm event has been modelled for 1 in 100 years plus 40% climate change event. The calculations confirm that the car parking area could feasibly accommodate the required volume of runoff.
- 8.55 A condition requiring details of a Surface Water Drainage Strategy has been recommended and should be submitted to comply with Local Plan policy DM25 and London Plan policy SI13.

8.56 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Other matters

8.57 The development would be liable for a charge under the Community Infrastructure Levy (CIL).

8.58 All other planning considerations including equalities have been taken into account.

Conclusion

8.59 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard with good quality landscaping. Subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainability and ecological matters. Thus the proposal is considered in general accordance with the relevant policies and the Development Plan and is recommended for approval.

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