

PART 6: Planning Applications for Decision**Item 6.2****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/05787/FUL
 Location: 76 Reddown Road, Coulsdon, CR5 1AL
 Ward: Coulsdon Town
 Description: Demolition of existing house and erection of a 2/3 storey building with accommodation in the roof to provide 9 units with associated parking/access, landscaping, cycle and refuse stores
 Drawing Nos: 01 Rev B, 02 Rev B, 03 Rev B, 04 Rev A, 05, 06 Rev A, 07 Rev B, 08, D133.001 Rev A, D1, D2, D3.
 Applicant: Mr Harvey
 Agent: Ian Forster
 Case Officer: Tim Edwards

	studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	1 (2 person)	3 x (3 person) 3 x (4 person)	2 (5 person)	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6	18

- 1.1 This application is being reported to committee because the ward councillor Mario Creatura has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration. Objections above the threshold in the Committee Consideration Criteria have also been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Materials as submitted
3. Details of Refuse/Cycle storage/Electric vehicle charging point as submitted
4. Details of boundary treatments and levels to be provided
5. All flank elevation windows at first floor or above to be obscured glazed/non-opening
6. Trees - Accordance with Tree Protection Plan and Landscaping scheme
7. Hard and soft landscaping including private amenity space as submitted
8. Playspace to be provided
9. Flat roofs not amenity space

10. M4 (3) ground floor units and M4(2) at lower, first and second floor level.
11. Noise Assessment to be submitted
12. Car parking and visibility splays as submitted
13. 19% Carbon reduction
14. 110litre Water usage
15. Construction Logistics Plan to be submitted
16. Time limit of 3 years
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:

- Demolition of existing detached four bedroom house
- Erection of a two/three storey building with accommodation in the roof space.
- Provision of 2 x three bedroom flats, 5 x two bedroom flats and 2 x one bedroom flats
- Provision of communal external amenity space and children's play space
- Provision of 6 off-street spaces with associated access via Reddown Road
- Provision of associated refuse and cycle stores

- 3.2 The scheme has been amended during the application process in respect to the number of cycle storage spaces provided, the details of replacement tree specimens, alterations to the proposed fenestration/balcony finish and the removal of an external side access. A detailed landscaping scheme has also been provided.

Site and Surroundings

- 3.3 The application site is situated on the western side of Reddown Road and is currently occupied by a large detached property within a spacious plot. The land levels fall from east to west throughout with the properties opposite situated at a higher land level and fall further towards the railway located to the rear of the site.

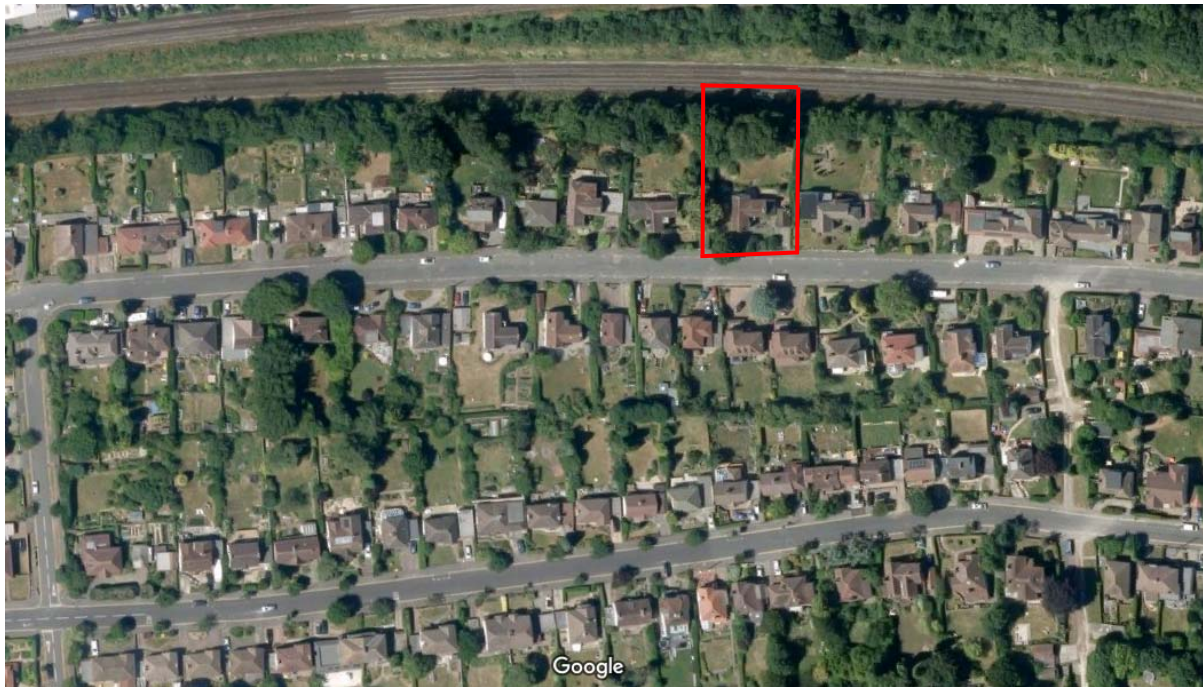


Fig 1: Aerial street view highlighting the proposed site within the surrounding streetscene

- 3.4 The site is located in a residential area, in which the existing properties vary in design and period, with the properties immediately surrounding the site typically being asymmetrical in appearance.
- 3.5 The site itself is not located within an area at risk of surface water but does fall within a surface water critical drainage area. Towards the rear of the site, beyond the site boundary, is an area at risk of surface water flooding.

Planning History

- 3.6 No relevant planning history associated with the site. However, there is noted to be relevant planning history at both the two adjacent occupiers, 74 and 78 Reddown Road.

3.7 74 Reddown Road:

- 86/03449/P - Use as a carehome: Permission Granted.
- 18/02744/FUL - Alterations; demolition of existing garage and proposed erection of one/two storey front/side/rear extensions: Permission Granted.

3.8 78 Reddown Road:

- 14/00335/P - Erection of two storey side extension: Permission Granted.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.

- The living standards of future occupiers are acceptable and Nationally Described Space Standard (NDSS) compliant
- The level of parking and impact upon highway safety is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 5 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours and Chris Philp MP in response to notification and publicity of the application are as follows:

No of individual responses: 143 Objecting: 110 Supporting: 33 Comment:0
 No of individual responses: 1 Objecting: 1 Supporting: 0 Comment: 0

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

Objection	Officer comment
<i>Principle of development</i>	
Need for family sized houses	Addressed in section 8.4 of this report.
Demolition of existing arts and craft building should be resisted.	Addressed in section 8.4 of this report
No need to replace family homes with blocks of flats following Cane Hill Estate.	Addressed in section 8.3 of this report
Sets dangerous precedence	Each application is assessed on its own merits. The principle of development addressed in section 8.2 – 8.5 of this report.
<i>Design and appearance</i>	
Out of keeping with the surrounding area – flats, 3-storey height, overbearing scale, mass, depth, height and appearance and density. Fails to achieve high quality design	Addressed in section 8.6 to 8.13 of this report.
Forecourt parking will be visually dominant and not in keeping with the surrounding area.	Addressed in section 8.11 of this report.

<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties – loss of privacy, overbearing, visually dominant, outlook and light	This is addressed in section 8.21 to 8.25 of this report.
Noise, disturbance and extra traffic during construction	A construction management plan will be sought by condition
<i>Trees and ecology</i>	
Existing mature tree cut down before application received.	This is addressed in sections 8.11 of this report.
Future pressure to remove trees	There is no evidence to suggest that this would be the case.
<i>Highways and parking</i>	
Inadequate parking provision and no visitor parking	This is addressed in section 8.26 to 8.34 of this report.
Road already under stress due to increase in commuters.	This is addressed in section 8.26 to 8.34 of this report.
What provision has been made for waste and recycling bins?	This is addressed in section 8.31 of this report.
<i>Other material considerations</i>	
The proposal is 3/4 storey development with accommodation in the roof space.	It is considered that the application has been accurately described.
Lower ground floor units would have poor access to daylight.	This is addressed in section 8.15 of this report.
Impacts on drainage and flooding.	This is addressed in section 8.36 of this report.
Impact of the development on Bats/protected species.	This is addressed in section 8.38 to 8.39 of this report.
Local transport, schools and health services are already over stretched	The development will be CIL liable. This is addressed at section 8.40 of this report.

6.4 The following Councillors made representations:

6.5 Cllr Mario Creatura [objecting and referred the application]

- Out of keeping with local area.
- Insufficient parking provision.

6.6 Cllr Margaret Bird [objecting]:

- Existing property is delightful on a road of similar semi and detached family homes.
- Demolishing this property would be environmentally unfriendly and unnecessary when family homes with outdoor space for children are much needed.
- Building small flats on this plot is not family friendly.
- Out of character to the area.

6.7 An objection and referral was also received from the East Coulsdon Residents Association:

- Overdevelopment of the site.
- The design of the proposed building is not in keeping with the surrounding area.
- The design of the building fundamentally alters the streetscape.
- The outside building materials and appearance are not consistent with neighbouring dwellings in the location.
- It will be detrimental to the amenities of the occupiers of adjoining property by reason of its size and siting resulting in lost outlook, loss of daylight and direct overlooking and cause intrusion to the neighbours especially no.78 and houses opposite.
- The location and massing of the building within plot is wrong and its design will cause distress to no.78 in particular.
- There is inadequate parking for a building with a low PTAL of 1.
- Refuse and recycling store is insufficient and seems to encroach on number 78's property.
- Failure to consult with neighbours, councillors and ECRA until a very late stage and only because ECRA contacted the developer [*OFFICER COMMENT: This is a procedural matter and not a material planning consideration*].

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 2015, 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), issued in July 2018. 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;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 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
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- DM18 - Heritage assets and conservation
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor 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
- DM37– Coulsdon

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

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. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. Biodiversity and landscaping
8. Other matters

Principle of Development

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues. Coulsdon has been identified as an area for moderate residential growth on available land.

8.3 The application is for a flatted development, providing additional homes within the borough which the Council is supportive of. The site is located within an existing residential area and as such, providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues, the principle is supported.

8.4 Policy DM1.2 states that the Council will permit the redevelopment of residential units where it does not result in the net loss of 3 bedroom homes (as originally built). The existing building on site is a 4 bedroom house. Policy SP2.7 seeks to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The scheme proposes 2 x 3 bedroom units and 2 x 2 bedroom, 4 person units which equates to 44% family sized units on site, with the local plan recognising that the development market will need time to adjust to providing the quantum of larger family homes of three bedrooms and above.

8.5 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such the London Plan indicates that the density levels ranges of 100-200 habitable rooms per hectare (hr/ha). Having calculated the density for the proposal it would provide 190 hr/ha and therefore complies. Regardless of this point it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context and design.

Townscape and Visual Impact

- 8.6 The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition. Whilst the immediate adjoining properties are similar in appearance, it is noticeable that the two adjoining occupiers have been extended, most notably 'the White House' which has been extended multiple times. Beyond these properties, which are L-shaped in form, the wider Reddown Road streetscene is varied in their massing, roof forms and styles.
- 8.7 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, respecting local character. This application proposes a two/three storey building with the third floor accommodation in the roof space when viewed from the road. The proposal would increase the mass and bulk of the existing building, with the proposal appropriately set in from the boundary and away from the adjoining occupiers to allow soft landscaping to be maintained/integrated throughout the scheme.
- 8.8 The building does have a greater footprint across the site than the existing, however it continues to respect the existing set building line, with forward projecting gable features. Gable features are prominent throughout the streetscene and the front elevation proposes two gables to respond to this. One appears as a traditional gable with balconies set within. The other has a flat roof and is a modern interpretation of a gable referencing this local feature whilst providing some vertical expression and accommodating a further three-bed unit. The positioning of the gables in the rear elevations separates the main mass of the building from the adjoining occupiers. This design allows for inset balconies within the building footprint as well as providing the site the opportunity respond to its local context. Small areas of flat roof to the rear are not considered to significantly detract from the design of the building and would not be easily visible in the streetscene.



Figure 3: Existing Site Plan



Figure 4: Proposed Site Plan

- 8.9 It is noted that when viewed from the rear the proposal would be three storeys with a fourth floor accommodated in the roof space, however this is sensitively achieved by utilising the existing land levels on site and setting the ground floor below the existing ground level. As shown in figure 4, the ridge height of the proposal is considered to respond to its setting and the surrounding buildings well. The proposal is considered

to adhere to guidance in achieving an appropriate intensification of the site, in this specific location.



Figure 2: Proposed Front (top) and Rear (bottom) elevation Streetscenes

- 8.10 The overall appearance of the building is contemporary and utilises brick, grey windows and slate roof tiles. These are considered to be appropriate for this proposal and surrounding area, with the use of these three materials across the elevations serving to further break down the mass of the building. Whilst the adjoining sites are noted to be pebble dashed/rendered buildings, the wider streetscene is varied in styles and materials overall so the proposed materials are considered acceptable. Details of the bricks and slates have been provided and are considered acceptable.



Figure 5: Proposed Indicative landscaping plan

- 8.11 The application site has a well-proportioned rear garden, considering the site's shape which is almost square and is reasonably screened. The trees located at the rear would be retained as part of the proposal with an existing tree already noted to have been removed at the front of the site. Although this tree was not formally protected, it did provide visual amenity to the wider area. The applicant has been advised and has agreed to plant an instant impact replacement in the form of a fastigate tulip tree, of a minimum of 5-6m in height shall be planted in its place. This is an acceptable proposal, in an appropriate location which will provide visual amenity to the wider area, whilst not coming under future pressure to be removed. This shall be secured via condition.
- 8.12 Representation to the proposal have raised concerns in relation to the amount of hard landscaping and unfamiliar arrangement of the proposed front parking area. However, forecourt parking is not unusual with 43, 45 and 47 Reddown Road all having noticeable parking areas located at the front of their dwellings. The proposal would also be further soft landscaped where possible, with a low in-keeping brick front boundary wall.
- 8.13 Therefore, having considered the above issues, against the backdrop of housing need, the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.14 All the units would comply with requirements set out by the Nationally Described Space Standards (NDSS) in relation to unit, bedroom and floor to ceiling heights.
- 8.15 The applicants has submitted a daylight and sunlight assessment relating to the lower ground floor units which has considered the impact of the existing trees on site. The units would achieve adequate levels of daylight but the trees, when fully in leaf would have some impact on sunlight. The impact however is marginal, the trees themselves are of some amenity value to future occupiers and each unit has some rooms which meet the target. This impact is therefore considered to be acceptable.
- 8.16 All units would also be afforded external amenity space in accordance with Policy DM10.4 and London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit.
- 8.17 The proposed building would have internal access through to the communal area, as well as step free external access. A child play space is shown to be provided within the communal garden space (which can be secured by condition). Three of the family units have direct access to private amenity space at ground level which is considered to be a sensible layout and provide a good level of amenity.
- 8.18 In terms of accessibility, level access would be provided to all units, with a lift provided from the front door. The London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. In this circumstance it is considered that the ground floor units should

be M4 (3) adaptable and whilst the others should be M4(2). This will be secured by condition.

- 8.19 To the rear of the site is the railway line. The existing trees at the rear provide a level of screening and noise reduction and would not be affected by the proposal. In order to achieve a satisfactory level of internal amenity sound insulation is likely to be required which can be accommodated in the detailed design of the building, with a condition recommended to ensure that a noise assessment is carried out to inform this specification.
- 8.20 The development is considered to result in a high quality development including two three bedroom family units, two smaller family units and all units having acceptable private and communal amenities which overall provide a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.21 The properties that have the potential to be most affected are the adjoining properties at 74 and 78 Reddown Road, as well as potentially opposite the site 49, 49a and 51 Reddown Road.

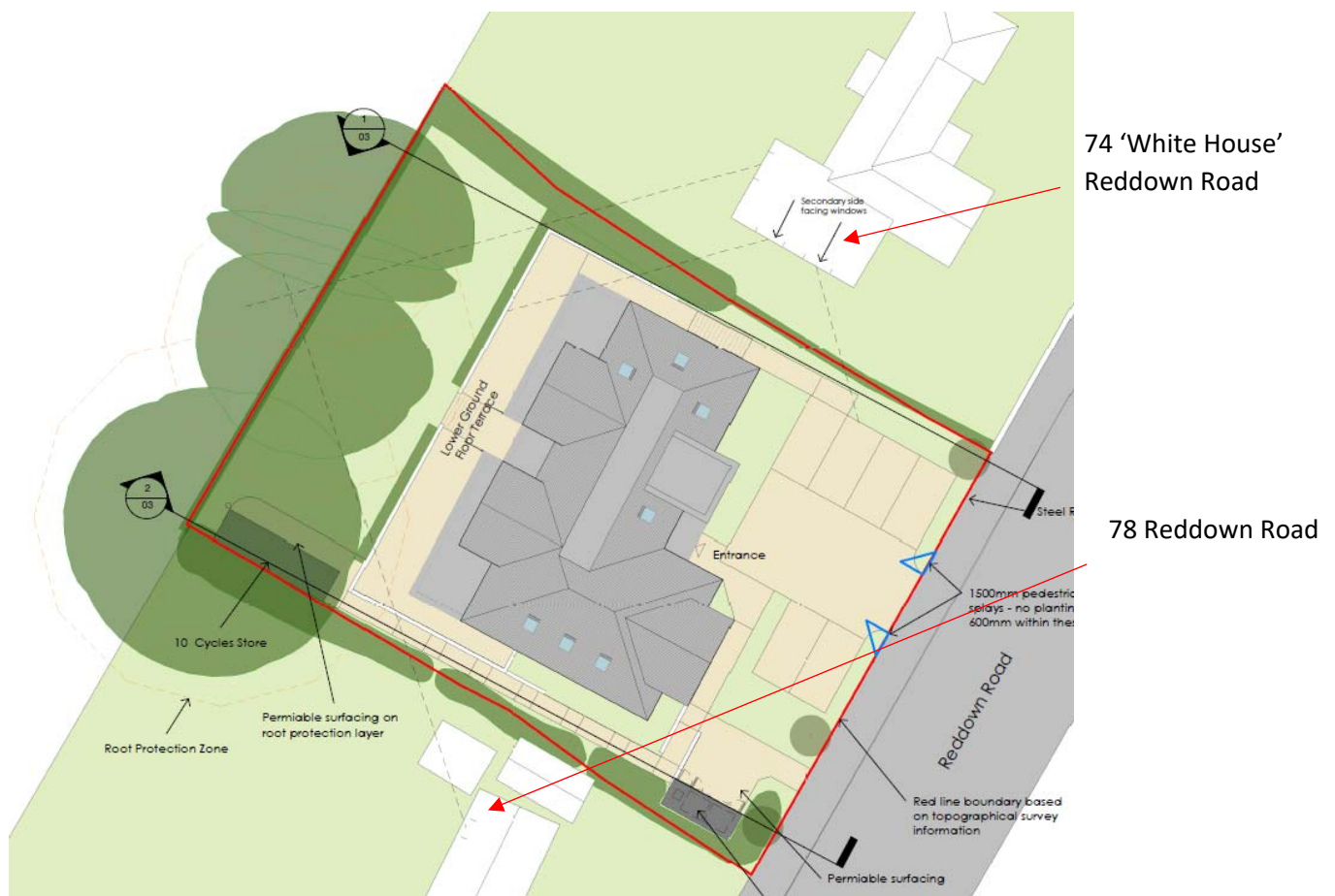


Fig 5: Site Plan highlighting the relationship with the adjoining occupiers.

74 'The White House' Reddown Road.

- 8.22 'The White House' is currently in use as a care home (C2 use class). There would be an approximate 6.80 metre separation between the built form, with no clear glazed flank fenestration windows proposed above ground level. The layout of no.74 includes one window located at ground level and two located within the first floor flank elevation facing the proposed site. The first floor windows are secondary windows to bedrooms which also have windows to the front or rear elevation. There is an extant planning permission to amend the internal layout and replace the existing two-storey side extension. This would introduce one ground floor side facing single aspect bedroom window. However, this has not been implemented and the separation distances are reasonable, overall the proposal is not considered to detrimentally impact the amenities of these adjoining occupiers to a significant degree.

78 Reddown Road

- 8.23 There would be an approximate 8 metre separation between the proposed building and flank elevation of this adjoining occupier. There are no side facing windows located within this adjoining occupiers flank elevations. The proposed building extends beyond the rear elevation but the proposed massing appropriately steps away from the boundary and towards the middle of the site. Additionally, the nearest rooms within 78 Reddown Road are dual aspect with windows to front and rear. Taking into account this relationship, existing soft landscaping between the two site and no flank facing clear glazed/opening windows proposed above ground floor of the development overall there is not considered to be a detrimental impact upon the amenity of this adjoining occupier.

49, 49a and 51 Reddown Road

- 8.24 On the opposite side of the road, positioned at a considerably higher land level and being separated by over 28 metres are 49, 49a and 51 Reddown Road. Taking these elements into account, overall the proposal is not considered to detrimentally impact the amenities of these adjoining occupiers.
- 8.25 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Subject to conditions the proposed development is not visually intrusive and would not result in a loss of privacy.

Access and Parking

- 8.26 The site is noted to fall within a PTAL of 1b, where access to public transport is considered poor. The site is approximately 650 metres walk (via a footpath accessed from Reddown Road) from Coulsdon South railway station, as well as within 800 walking distance of bus routes 405, 463 and 633. The PTAL rating provides a broad understanding of the site accessibility to public transport, but does not include the footpath access to the station, which would increase the PTAL. It is also of note that the majority of adjoining sites within this stretch of Reddown Road have off-street parking facilities.
- 8.27 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. 1-2 bedroom units should provide a maximum of less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. Although it is important to note that the London Plan advises local authorities consider higher provisions of

parking in 0-1 PTAL areas, Policy DM30 of CLP2018 does not. The site has proposed 6 off-street parking bays to be provide for the 9 units.

- 8.28 As outlined within the transport statement, within the 2011 Census, 47% of residents in flats within the Coulsdon East ward (in which this dwelling was located at the time) do not own any car or vans. Using this data, the demand the proposal could potentially demand is noted to be 6 spaces.
- 8.29 The site is also located within the Coulsdon Residents Permit Zone which restricts parking between 11 – 12pm, Monday to Friday, except within the parking bays located throughout the street for residents with parking permits. The applicant has provided a detailed parking beat survey which has demonstrated that overnight stress within the road is low, between 16% (if only considering car parked on the single yellow lines) or 37% (if considering car solely parked within bays). Cumulatively across both parking bays and the yellows lines the parking stress would be 18%, demonstrating that the wider area has the potential to provide any overspill parking caused by the proposal. The daytime survey has assessed parking demand between 11 – 12pm with parking stress highlighted to be at 13% within the on-street parking bays. The survey results confirm that the parking impact on the road network within the immediate vicinity of the site would not be detrimental. As such, should the development result in more parking than the six spaces that the Census data and planning policy would suggest would be appropriate, there is adequate space on the street to accommodate it. Given the low parking stress, especially of the residents parking bays, it is not considered necessary in this instance to restrict future residents applying for parking permits.
- 8.30 The amount of traffic or vehicle movements which the scheme is likely to generate is considered to be low, with the six parking spaces, resulting in an insignificant amount of additional traffic on the local road network. The layout of the forecourt allows for visibility splays and good sight lines, the details of which can be secured by condition.
- 8.31 In compliance with the London Plan, electric vehicle charging points are proposed to be installed in the parking area and this can be secured by way of a condition.
- 8.32 Cycle storage facilities would comply with the London Plan (which would require 18 spaces). The cycles would be stored in a purpose built structure within the rear garden of the development.
- 8.33 A purpose built refuse store is proposed to be located at the front of the site, having been altered to accommodate the proposed large replacement tree. Its location has been amended to face the street, however it will be screened by the proposed landscaping and front boundary wall. The storage area shown is adequate in size to accommodate the refuse needs of the development.
- 8.34 Concerns have also been expressed in regard to the detail submitted within the Construction Management Plan (CMP). A fully detailed CMP will be required via condition, which will need to be submitted and approved prior to the commencement of any works on site.

Environment and sustainability

- 8.35 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.
- 8.36 The applicants have submitted a detailed Flood Risk Assessment (FRA) which has reviewed the existing on site scenario and proposed a number of mitigation methods both internally within the building as well as externally. These include the use of permeable materials and soft landscaping and are detailed to reduce on and off site flood risk.
- 8.37 Owing to the site's location adjacent to the railways line, it is considered that appropriate noise mitigations methods should be utilised within the building. This will be secured via condition to ensure the amenities of all future occupiers are protected.

Biodiversity and landscaping

- 8.38 The proposal has been accompanied by phase 1 habitat survey which has reviewed likely impacts of the development on any protected species, with survey completed on 5th September 2017. A representation has queried the validity of the survey considering it was completed approximately 16 months ago, although it is important to note that Guidance states that reports should be no greater than 24 months old to be considered valid.
- 8.39 The submitted proposal has primarily reviewed the potential for roosting bats within the building which is due to be demolished and the existing trees located on site. The report has concluded that there is a negligible potential for roosting bats with the existing main house and garage proposed to be removed and there is not high likelihood of protected species to be present at the site. As detailed, a tree has been removed at the front of the site and so a high quality replacement will be secured. The habitat survey acknowledges the potential for disturbance of nesting birds and mitigation is proposed within the landscaping scheme such as bird boxes, additional trees, a well-considered landscaping scheme and the retention of the existing trees at the rear of the site which form a wildlife buffer to the railway line.

Other matters

- 8.40 Representations have raised concerns that local 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.

Conclusion

- 8.41 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and would not harm the visual amenities of the area or adjoining occupiers. The proposed impact on the highway network is acceptable, having taken into consideration the on-street restrictions. The proposal is therefore overall considered to be in accordance with the relevant policies.

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