

PART 6: Planning Applications for Decision**Item 6.2****1 SUMMARY OF APPLICATION DETAILS**

Ref: 18/04516/FUL
Location: Vehicle Repair Workshop and Premises Garages Rear Of 156 To 180 Addington Road, CR2 8LB
Ward: Selsdon Vale and Forestdale
Description: Demolition of the existing garages and erection of 8 two-storey terraced houses and 1no. live-work unit (mixed use (A1, A2, B1 or D1) and C3), together with cycle storage, amenity space, a refuse/recycling store and car parking.
Drawing No's: 6699-PL01, 6699-PL02, 6699-PL03, C10903B, C10904B, Environmental Statement, Contaminated Land Report, Noise Impact Assessment, Flood Risk Assessment and Design and Access Statement.
Applicant: Mr & Mrs Strawmann
Agent: Mr Ron Terry
Case Officer: Henrietta Ansah

	studio	1 bed	2 bed	3 bed	4 bed
House	0	0	8	0	0
Live/Work Unit	0	1	0	0	0

Number of car parking spaces	Number of cycle parking spaces
9	18

- 1.1 This application is reported to Committee because ward councillor (Cllr Andy Stranack) made representations in accordance with the Committee Consideration Criteria and requested committee consideration. Representations beyond the Committee Consideration Criteria were received (a petition of 23 signatures against the proposal; and 28 in support).

2 RECOMMENDATION

- 2.1 That the 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 except where specified by conditions.
- 2) An intrusive site investigation into Soil Contamination should be submitted prior to commencement.
- 3) Noise mitigation details required prior to commencement of above ground works.
- 4) Soft and hard landscaping, boundary treatments and details of the proposed planting mix (including proposed replacement tree specimens and sizes) provided prior to the occupation.
- 5) All external materials to be submitted for approval prior to above ground works.
- 6) Waste Management Strategy to be submitted for approval prior to first occupation.
- 7) Parking Management Strategy to be submitted for approval prior to first occupation to include car club bay (unless otherwise agreed) and electric vehicle charging points.
- 8) Flooding mitigation measures to be submitted.
- 9) No Windows to be installed in the south-eastern elevation other than as shown.
- 10) Construction Logistics Plan shall be submitted and approved prior to the commencement of development.
- 11) Removal of Permitted Development rights for the building.
- 12) The live-work unit shall be occupied as such and not solely as a residential unit within use class C3
- 13) 19% reduction in carbon emissions.
- 14) Water usage restricted to 110 litres per person per day.
- 15) Commencement of development within three years of consent being granted.
- 16) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Contaminants in soil
- 2) Community Infrastructure Levy
- 3) Party Wall Act
- 4) Code of Practice for Construction Sites
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal comprises the following:
8 x two-storey mews houses each with:
- Provision of 2 bedrooms
 - Amenity space provided to the rear.

- Balcony to the front

1 x Live/work unit:

- Commercial floor space at ground floor level (for open A1-retail, A2-professional services, B1-business or D1 non-residential institution)
- 1 bedroom residential unit at first floor
- Independent ground floor access for both units

Both elements of the scheme comprehensively provide:

- Provision of refuse and recycling store;
- Provision of cycle storage;
- Provision of hard and soft landscaping
- 9 parking spaces including 1 disabled parking space



Site and Surroundings

- 3.3 The site is rectangular in shape and is located on the south-eastern side of Addington Road, south of the junction with Old Farleigh Road. The site comprises a garage court and workshop to the rear of 156– 180 Addington Road.

- 3.4 There are currently 2 businesses on site (Mower Mate and Selsdon Garage Services) and 12 lock up garages which are used for personal storage purposes.
- 3.5 The site provides access to the rear service yard for the commercial and residential units at 156-180 Addington Road; some of them solely for pedestrian access, some both pedestrian and vehicular access.
- 3.6 To the north-west of the site are terraced properties with ground floor retail units which fall part of Selsdon District Centre, A Secondary Retail Frontage and Primary Shopping Area. To the south-east of the site are two-storey residential houses on Dulverton Road. A mobile phone mast is located on part of the site and its removal would be made necessary by this proposal.
- 3.7 The site has a PTAL rating of 2, in accordance with maps produced by TfL. The site lies within a Critical Drainage Area as identified by the Croydon Flood Maps.

Planning History

The relevant planning history for the site is as follows:

- 3.8 A lawful development certificate for an existing use was granted on the 23 Apr 2014, application reference 14/00647/LE at Garages Rear Of 156 To 180, Addington Road, South Croydon, CR2 8LB. The existing use related to the use of the part of the site for repair and servicing of garden machinery and storage.
- 3.9 Planning permission was granted on the 19 June 2014 application reference 14/00648/P, at Garages 13 and 14 and Forecourts Rear Of 168-172, Addington Road, South Croydon, CR2 8LB for the use of garages as a tyre replacement workshop (Class B2) and five parking spaces for ancillary purposes. This consent was not implemented.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the loss of the garages is acceptable
- The scale and layout of proposed built form is considered to be appropriate for the site, and the contemporary design and appearance of the building would be in keeping with the surrounding character of the area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and meet the National Described Space Standards.
- The highway impact is considered acceptable.
- The refuse and cycle storage is considered acceptable.
- Flood risk is suitably mitigated.
- Sustainability can be appropriately managed through condition.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by way of neighbourhood notification letters. The number of representations received from neighbours and local groups in response to notification and publicity of the application is as follows:

No of individual responses:	31	Objecting:16	Supporting: 15
No of petitions:	2	Objecting: 23	Supporting: 28

- 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>Residential Amenity Considerations</i>	
<ul style="list-style-type: none">Impact on residential amenity of adjoining occupiers – loss of privacy and light, noise and disturbance.Increase in crime	<p>In view of the separation distances afforded, urban grain of the locality and design of the properties, officers are satisfied that the scheme would not lead to an acceptable loss of amenity to the adjoining occupiers.</p> <p>The development would provide more natural surveillance to the site.</p>
<i>Access and Parking</i>	
<ul style="list-style-type: none">Traffic congestion/Impact on highway safetyInadequate parking provision	<p>Whilst the site has a moderate PTAL level (PTAL 2) the site is located less than 1 minute from a bus stop. 1 parking space has been provided per unit which would be acceptable.</p>
<i>Design and Scale of Development/Overdevelopment of the site</i>	

<ul style="list-style-type: none"> • Character of the area and design • Industrial Location • Overdevelopment • Bulky • Increase crime 	The design, scale and massing of the development provides a transition between the surrounding commercial and residential properties, and would be in keeping with the character of the area.
<i>Environmental Considerations</i>	
<ul style="list-style-type: none"> • Noise, dust, contamination and disturbance from construction works 	This will be controlled and managed through a construction management plan and pre-commencement conditions to ensure there is adequate mitigation for noise and soil contamination.
<ul style="list-style-type: none"> • Flood risk 	The site lies within an area of surface water flooding and the applicant has put forward mitigation measures.
<ul style="list-style-type: none"> • Waste 	Sufficient waste storage has been provided, in any case this can be controlled by condition.
<ul style="list-style-type: none"> • Trees 	The proposed development would not have any impact on any protected trees.
<i>Non Material Planning Objections</i>	
<ul style="list-style-type: none"> • Damage during construction • Weakening of boundary wall • Rights of Access 	These are civil matters, however an informative has been added notifying the applicant of the Party Wall Act.

Summary of supporting representations	Response
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<i>Residential Amenity Considerations</i>	
<ul style="list-style-type: none"> • Reduction in crime and anti-social behaviour 	The development would provide increased natural surveillance to the site, through the provision of residential occupants. In addition, the design of the development includes defensible space, front facing fenestration, landscaping, and an active frontage for the live/work unit.
<i>Principle of Development</i>	
<ul style="list-style-type: none"> • Addresses housing crisis 	The development would contribute to the provision of much needed housing providing 8 two-bedroom houses and a live/work unit which would include 1 one bedroom unit.
<i>Environmental Considerations</i>	
<ul style="list-style-type: none"> • Reduction in the chemicals used 	This will be controlled and managed through pre-commencement conditions to ensure there is adequate mitigation for noise and potentially existing soil contamination.
<ul style="list-style-type: none"> • Environmentally friendly 	The development will include landscaping to reduce surface water run-off and increase biodiversity on the site.

6.5 Cllr Andy Stranack [objecting] has referred the development to Planning Committee and objects on the following grounds:

- Visual amenity (but not loss of private view)
- Adequacy of parking/loading/turning
- Highway safety
- Traffic generation

7 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 (CLP) 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:
- Requiring good design.
 - Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 7.3 The NPPF also states that planning policies should assist in providing healthy communities, through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.
- 7.4 The main policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2015 (LP):

- 3.5 on Quality and design of housing developments
- 4.1 London's Economy
- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture

Croydon Local Plan 2018 (CLP 2018):

- SP2: Homes
- SP3: Employment
- SP4: Urban Design and Local Character
- SP5: Community Facilities
- SP6: Environment and Climate Change

- SP7: Green Grid
 - SP8: Transport and Communication
 - DM1 on Housing choice for sustainable communities
 - DM10 on Design and character
 - DM13 on Refuse and recycling
 - DM16 on Promoting healthy communities
 - DM19 on Promoting and protecting healthy communities
 - DM23 on Development and construction
 - DM24 on Land Contamination
 - DM25 on Sustainable Drainage Systems and Flood Risk
 - DM26 on Metropolitan Green Belt and Metropolitan Open Land
 - DM27 Biodiversity
 - DM28 on Trees
 - DM29 on Promoting sustainable travel and reducing congestion
 - DM30 on Car and cycle parking in new development
- Technical Housing Standards – Nationally Described Space Standards

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

- Principle of development
- Townscape and visual impact
- Housing quality for future occupiers
- Residential amenity for neighbours
- Transport
- Sustainability
- Flood Risk
- Landscaping
- Refuse and Cycle Stores
- All Other Matters

Principle of development

8.2 The site is designated within the Local Plan as a 'scattered employment site' and classified as a 'tier 4 site', which seeks to protect industrial and warehousing activities. Thus permitted uses on this site include Class B1 (excluding B1a offices) and employment generating uses. Employment generating sui-generis uses must provide employment which comparable in terms of activities and job numbers. Planning permission for limited residential use (Class C3) can be granted in certain circumstances.

- 8.3 Two business, operate in the site. 'Motor Mate' (mower/agricultural repair workshop – Sui-Generis) has traded for 25 years and is a sole trader, although 90% of the work is undertaken remotely on agricultural machinery; therefore the premises is mainly used for the storage of parts. Furthermore, the business operation has been on decline due to similar services being available online. The second business is owned by the applicant, Selsdon Garage Services (motor repair workshop-B2) who has been trading for 16 years as a sole trader, and is reliant on family and friends for trade. The unit is dilapidated in terms of its structure and has no toilet facilities. The applicant has also stated that he has mobility issues which require medical intervention. The 12 lock-up garages have been used for storage for 10 or more years and have no commercial element. The lock-up garages are used for personal storage and some are rented out for storage purposes as they are not suitable to house a car.
- 8.4 As such, only the two garages used for operating a business are considered to be protected. The floor area of the two units, measure 40 square metres each, totalling 80 square metres of commercial floor space. As set out above, the premises generate a minimal amount of employment and operate from not purpose built premises which are in a poor state of repair and do not provide modern facilities. The site is not a purpose built employment facility. As such it has not been considered necessary to conduct a marketing exercise given the low level nature of the use. Consideration has been given to whether the existing premises could be operated more intensively, which could then give rise to a need for reprovion. The floor area of these units has been compared to employment densities set out in the Homes and Communities Agency Employment Densities Guide (2015), which shows that only a maximum of 1-2 employees would be likely to be generated by this amount of floorspace, which is the current situation:

Extract from Employment Density Matrix

Use Class	Density (Sqm) (employees per square metre)
B1(c) Light Industrial	47
B2 Industrial & Manufacturing	36
B8 Storage & distribution	70

- 8.5 As such, and taking into consideration the pressing need for homes, it is considered appropriate to allow a residential-led redevelopment of the site. In order to allow an element of employment floor space a live-work unit is proposed, which would provide employment for at least one person and so is would result in an equivalent level of employment as the site does currently. It would provide 32 square metres of commercial floor space, with an ancillary kitchenette and WC on the ground floor. The unit would be located adjacent to an existing pedestrian

access to the High Street which forms part of main retail shopping parade. The applicant seeks the open usage of the ground floor element which could comprise A1/A2/B2 or D1 uses, aligning with the uses on the high street and to give this the maximum flexibility to attract an occupier.

- 8.6 Evidence has been provided to demonstrate that only a small portion of the site is in employment use; and an employment generating use would be re-provided on the site by way of a live-work unit providing commercial floor space. This unit would provide similar number of employees and thus and would be comparable in terms of job numbers.
- 8.7 Although the nature of activities would not be provided, it is considered that a flexible approach can be taken on the basis that the proposal provides suitable justification due to the diminishing trade for the existing uses. However as an employment generating use is to be provided, evidence of a marketing campaign is not required. Furthermore, Paragraph 81 of the NPPF urges planning authorities *to be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.*
- 8.8 The proposed residential units are all 2bedroom, 3person units which does not provide for 30% of the units to be family units (of 2bedroom 4person units or 3bedroom units). Whilst family accommodation could be accommodated on site, in terms of the internal dimensions of units, it is unlikely that sufficiently larger private amenity space could easily be accommodated due to the width of the site and the need for an access route and parking. As such, on balance it is considered appropriate that no family accommodation is provided on this site.
- 8.9 The proposed commercial space would complement the surrounding uses. Furthermore, given the mixed use character of the surrounding area with a large element of residential uses, the principle of the redevelopment for a residential properties can be supported. On the whole the redevelopment of the site into eight residential units and one live-work unit makes for better utilisation of this previously developed land than the current situation, within an established residential and commercial area.

Townscape and visual impact

- 8.10 Policy DM10.1 requires residential development proposals to be of high quality, whilst seeking to achieve a minimum height of 3 storeys and respect the character of the area. Policy DM10 also states that developments should be subservient where in the grounds of an existing building. The proposed development would provide 2 storeys. A 3 storey development may affect the amenities of the adjoining occupiers to the rear of the site in Dulverton Road. The properties would be two-storeys high at the front, measuring 7.9 metres high extending down to a single storey height at the rear, measuring 3.6 metres high. The transition in height is

enabled by way of a cat slide roof feature to the rear. The proposed design minimises the proposals impact upon the adjoining occupiers (which is discussed further below), as well as providing natural surveillance over the existing yard. The scale of the development is considered to be an appropriate transition from the commercial to the residential buildings and appropriate as the development does not have a frontage to a street and is near to the rear boundary of the site.

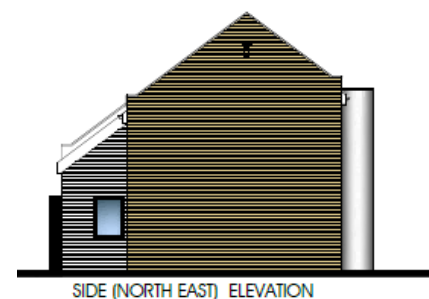
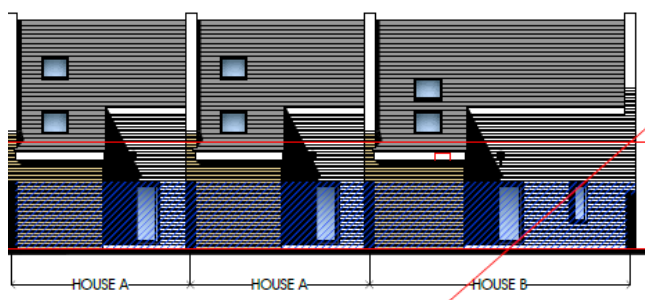
- 8.11 Aesthetically, there is no objection to the demolition of the existing garage structures which do not enhance the appearance of the area; and a move towards a contemporary 'Mews Style' development is acceptable. The live/work unit would be similar in appearance to the residential units, however the width would be increased to 8.75 metres wide and the ground floor would provide a shop front. This would provide an active frontage to the unit and necessary differentiation whilst respecting the form, scale and design of the adjacent proposed units.
- 8.12 The front elevation of the units includes a projecting internal staircase which provides visual interest to the scheme and would create a focal point in the front elevation. Light is provide by a vertical strip window which would break up this element. The feature also ties in with the commercial character of the area to the north-west, whilst respecting the predominant two-storey residential houses to the south-east. A landscape buffer is provided to the front of the units, with a footpath leading to the shared surface area. This buffer/front garden area provides necessary defensible space for future occupiers.
- 8.13 The material comprise yellow brick work, with grey slate roof tiles, grey Upvc framed windows and iron railings/balustrades. It is acknowledged that these materials are not common within the surrounding area, however, it is considered that the proposed material palate would ensure the development responds to the surrounding locality coherently.
- 8.14 The development pattern and layout and siting would respect the varied urban gran within the immediate and wider locality. Although it is observed that the depth of the proposed rear garden would be smaller than the rear gardens to the south-east of the site; however this would not appear evident within the streetscene and would be indicative of Mews Style developments.

Typical front elevation (with live-work unit)



Typical rear elevation

Typical side elevation



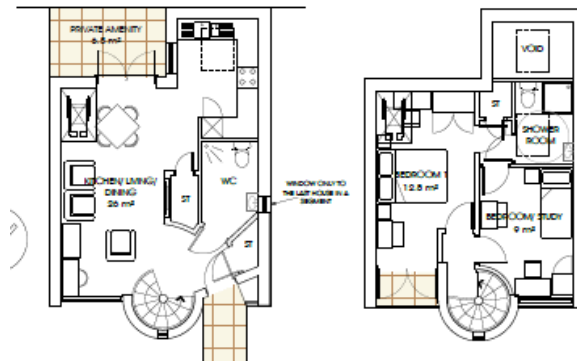
- 8.15 The overall scale, height and massing is considered appropriate in respect of the above policies and is considered to be in keeping with the character and appearance of the surrounding area.

Housing quality for future occupiers

- 8.16 The proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards, for a 2 bedroom, 3 persons dwelling over 2 floors providing circa 70 square metres of Gross Internal Floor Area. The residential element of the live work unit meets the GIA required for a 1 bedroom 2 persons unit of 50 square metres. The properties would be dual aspect, by virtue of the ground floor rear element and would have adequate outlook. In terms of layout the proposed units have responded carefully to their context. All units are dual aspect at ground floor and the glazing to the front, north-west elevation is large to maximise the amount of light received.

Typical internal floor layout of residential house

HOUSE A

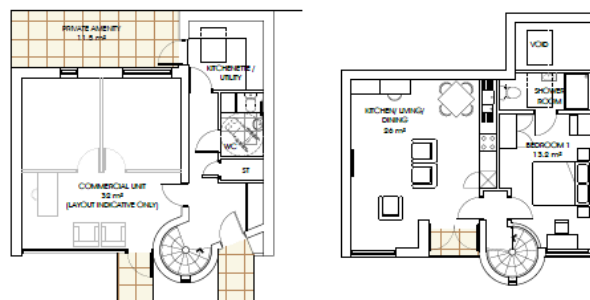


Ground Floor Plan

First Floor Plan

Internal layout of Live/work unit.

HOUSE B - LIVE / WORK UNIT



Ground Floor Plan

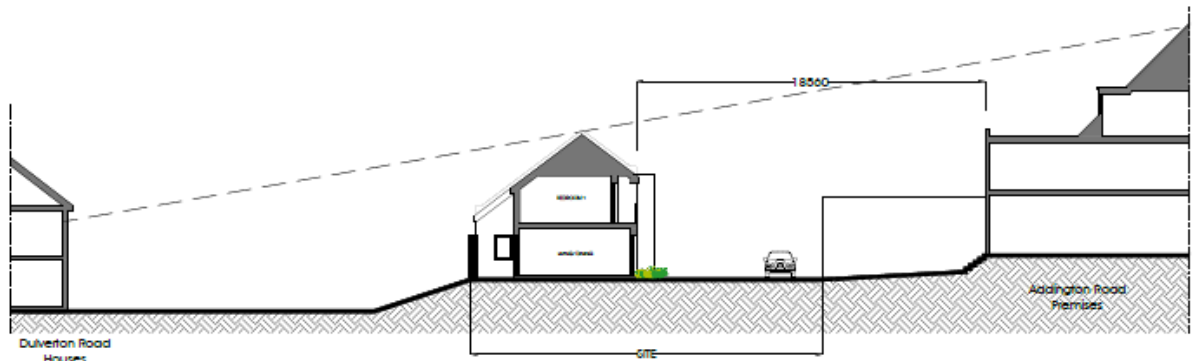
First Floor Plan

- 8.17 The London Housing Supplementary Planning Guidance (SPG) sets out that a minimum of 5 square metres of external amenity space be provided for a 1-2 person dwelling, with 1 additional square metres for every additional occupant. It is considered that the proposed two bedroom houses would be capable of providing accommodation for approximately 3 persons, therefore in this regard the development would be expected to provide 6/7 square metres of private amenity space. The proposed amenity provision of 6.5 metres within a rear patio area and an additional front facing balcony at first floor providing 1.5 square metres of additional amenity would provide sufficient amenity provision for future occupiers. It is observed that the front balcony would be approximately 950mm in depth x 1.65 metres in width, which would be less than the standard requirement of 1.5 metres in depth. However, minimum amenity space requirement has already been met through the provision of the ground floor rear patio areas, therefore the 'recessed' balconies are appropriate as an additional means of private amenity and to provide an increased amenity to future occupiers.

- 8.18 There is no requirement to provide play space, as the site would yield less than 10 houses. A small area has been marked by the applicant for playspace; a condition is recommended to secure this through the landscaping scheme.
- 8.19 Due to previous and existing uses on the site, there is potential for contamination on the site. A contamination report has been submitted demonstrating a moderate risk of potentially significant contamination on site, therefore further details will be conditioned, to be submitted prior to the commencement of the development.
- 8.20 A noise survey has been undertaken given the location of the site adjacent to commercial uses and given the need for an element of employment use to be retained. Notwithstanding the fact that existing residential uses are sited above and adjacent to existing commercial uses, which is a key characteristic of the immediate locality; the noise report has highlighted necessary measures to provide a suitable residential environment for future occupiers, on the northern elevation of the site. These measure include double glazing, particular types of brickwork and masonry and acoustic ventilators. A condition will be imposed to ensure sound insulation details are submitted and approved prior to the commencement of the development.

Residential amenity for neighbours

- 8.21 The site is bound to the south-east by the rear gardens of residential houses in Dulverton Road. To the north-west of the site, beyond the existing yard are 2-3 storey commercial properties at ground floor level with residential uses above.
- 8.22 The separation distances prevent any overlooking or visual intrusion. Although 21 metres separation is provided, given that the application site is elevated 1.7 metres higher than the properties in Dulverton Road, no windows are positioned in the proposed rear elevations. In addition, the design of the roof profile at the rear appears reduces any received bulk and would prevent any loss of outlook or visual intrusion from residential properties on Dulverton Road. The front elevation of the proposed building would be generally 16m from the main rear elevation of properties on the Addington Road. Taking into account this reasonable separation, the proposals design and the existing relationships seen throughout the densely built-up locality, overall it is considered that the development would not be visually dominant or overbearing to these adjoining occupiers.
- 8.23 It is considered that the proposed separation distances afforded and siting of fenestration would be adequate to avoid any loss of amenity, in terms of a loss of outlook, visual intrusion, overlooking, loss of daylight or loss of sunlight. Overall, the development is considered to be in accordance with the relevant policies and would not result in unacceptable harm to the residential amenities of the surrounding occupiers.



Transport

- 8.24 The site has a PTAL rating of 2 which indicates low accessibility to public transport however the site is located less than a minute away from a bus stop. The London Plan Policy 6.13 sets out maximum parking standards for new residential development, with 2 bedroom units required to have a maximum of up to 1.5 spaces per unit. Based on the unit type the proposed residential houses could demand a maximum of 12 parking spaces.
- 8.25 The live/work unit would provide a 1 bedroom unit on the first floor and the maximum parking standards for such a unit is less than 1 parking space. The London Plan suggests that commercial developments should provide 1 space per 500 m2 of commercial floor space. Therefore the proposed live/work unit would have a maximum standard of less than 1 parking space. However, it is important to note that these policies seek to reduce car parking levels – thereby reducing private car trips and encouraging more sustainable modes of travel (including walking, cycling and use of public transport. A reduction in the proportionate availability of car parking spaces associated with the current proposals is considered acceptable.
- 8.26 The applicant has provided 7 dedicated spaces and 2 shared parking spaces (9 in total). The highway would comprise a shared colour coded surface, made of permeable materials. This translates as 1 parking space per unit which is considered appropriate for the site.
- 8.27 The garages have been used for storage purposes historically to date. They are sub-standard in size for a modern day vehicle and the loss of the garages would not lead to the overspill of parking, on the basis that they have not been used for parking a car.
- 8.28 The applicant owns the site and the owners and occupiers of the flats and shops at 156-180 only have right of way onto the site, to park their cars within their own site. The applicant has demonstrated that 7 (out of 13) properties have vehicular access to the rear of their site via the applicant's site. Clearance has been provided for these permitted accesses. The remaining 6 properties only have pedestrian access through the site to the rear of their properties in Addington Road. A dedicated loading bay for

commercial units is located on Addington Road in close proximity to the application site.

- 8.29 It is acknowledged that the existing access is relatively narrow, albeit, given the low number of expected trips expected to be generated by the proposed scheme would be 1-2 trips during peak hours; and the swept path analysis submitted demonstrating that the vehicles can enter and exit the site in a forward gear. Currently refuse and emergency vehicles reverse in to the site and this would continue to be the case. A large vehicle could track around the bend in the access road but to minimise disturbance it is proposed that a management company is required to bring bins to a presentation point at the end of the straight access so that refuse can be picked up in a less obtrusive fashion. A condition is recommended to secure this.
- 8.30 A condition is recommended to secure electric vehicle parking spaces and to ensure that one of the shared spaces can be a car club space, unless no operator can be found.
- 8.31 The level of parking is considered to be appropriate and the amount of additional vehicle movements is not considered likely to impact on the safe or efficient operation of the highway network in the local area. The highways and transportation considerations of the development are considered to be acceptable.

Sustainability

- 8.32 A condition is attached requiring the applicant to achieve a 19% reduction in CO2 emissions while ensuring that water consumption does not exceed 110L per head per day.

Flood Risk

- 8.33 The site is noted to be in a Critical Drainage Area at risk of flooding from surface water. The applicant has proposed permeable materials and soft landscaping which are considered appropriate to mitigate the potential flood risk on site. These measures would again be conditioned accordingly.

Trees & Landscaping

- 8.34 It has been raised in the objections that the demolition of the garages would result in the loss of trees. No trees on the site are protected by a Tree Preservation Order or in a Conservation Area. Some trees beyond the application site could be affected, where in the rear garden of neighbouring properties. None of these have been considered worthy of protection. Nevertheless, a landscaping scheme would be duly conditioned to ensure that the landscaping provisions are adequate.
- 8.35 Currently the site is entirely hard surfaced. The scheme proposes to incorporate soft landscaping to create a buffer between the road and the properties; and private gardens patio areas.

Refuse and Cycle Storage

- 8.36 Refuse storage would be within the centre of the site. At present refuse vehicles enter the site to collect commercial waste, thus it is considered the refuse store would be within the 25 metre required drag distance. However given the nature of the site, and required permissions, a waste management approach will be secured by condition.
- 8.37 18 cycle parking spaces would be provided in the proposed cycle store adjacent to the proposed disabled parking space, and would be accessible via a landscaped path area, the number of which would accord with the London Plan.

All Other Matters

- 8.38 Should the applicant be granted planning permission, the applicant will be expected to adhere to the Council code of construction in regards to working practices and hours of work. It is considered in this case, conditioning a constructions logistics plan would not be necessary or reasonable and is therefore not recommended to be added as such.

Conclusions

- 8.39 The proposal would result in the redevelopment of an existing site to provide a high quality homes; whilst re-providing an employment generating use on the site. The development would be in keeping with the character of the area and would not have a significant impact on the amenities of adjoining occupiers. The details relating to the landscaping, cycle and bin storage can be secured by condition.
- 8.40 All other relevant policies and considerations, including equalities, have been taken into account.