

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/06036/FUL  
 Location: 41 Woodcrest Road, Purley, CR8 4JD  
 Ward: Coulsdon West  
 Description: Demolition and erection of a three storey building with accommodation in the roof, comprising of 8 units, with associated car parking, removal and installation of a crossover, cycle parking, refuse storage and landscaping  
 Drawing Nos: AI/1811/41WCR/A100 Rev B, AI/1811/41WCR/A101 Rev B, AI/1811/41WCR/A102 Rev B, AI/1811/41WCR/A103 Rev B, AI/1811/41WCR/A104 Rev B, AI/1811/41WCR/A107 Rev B, AI/1811/41WCR/A109 Rev B, AI/1811/41WCR/A110 Rev B, AI/1811/41WCR/A114 Rev B, AI/1811/41WCR/A201 Rev H, AI/1811/41WCR/A202 Rev I, AI/1811/41WCR/A203 Rev H, AI/1811/41WCR/A204 Rev H, AI/1811/41WCR/A205 Rev H, AI/1811/41WCR/A206 Rev F, AI/1811/41WCR/A207 Rev F, AI/1811/41WCR/A208 Rev F, AI/1811/41WCR/A209 Rev H, AI/1811/41WCR/A210 Rev H, AI/1811/41WCR/A211 Rev H, AI/1811/41WCR/A212 Rev H, AI/1811/41WCR/A213 Rev B, AI/1811/41WCR/A216 Rev H, AI/1811/41WCR/A217 Rev B, AI/1811/41WCR/A222 Rev I, AI/1811/41WCR/A223 Rev H, AI/1811/41WCR/A224 Rev H, AI/1811/41WCR/A225 Rev H  
 Applicant: Infinity Homes Group  
 Agent: Firstplan  
 Case Officer: Victoria Bates

	1 bed	2 bed	3 bed	4 bed	5 bed
<b>Existing</b>				1	
<b>Proposed flats</b>		5	3		

*All units are proposed for private sale*

Number of car parking spaces	Number of cycle parking spaces
5	16

- 1.1 This application is being reported to committee because objections above the threshold in the Committee Consideration Criteria have been received.

**2.0 RECOMMENDATION**

- 2.3 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. Time limit of 3 years

2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Construction Logistics Plan to be submitted
4. Details of site specific SuDS to be submitted
5. Details of refuse storage
6. Protection measures for retained private trees and street trees to be submitted
7. Submission of Drainage Strategy as required by Thames Water
8. Details of materials to be submitted
9. Hard and soft landscaping including boundary treatment, retaining walls and maintenance to be submitted
10. Details of electric vehicle charging point to be submitted
11. Details of children's playspace to be provided
12. Accessible units to be provided
13. Accesses to be provided and existing reinstated prior to occupation
14. Car and cycle parking provided as specified
15. Obscured glazing to flank windows
16. No other openings in flank elevations
17. 19% Carbon reduction
18. 110litre Water usage
19. 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) Ecology consideration
- 4) Highway works
- 5) Accessible units
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.4 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:

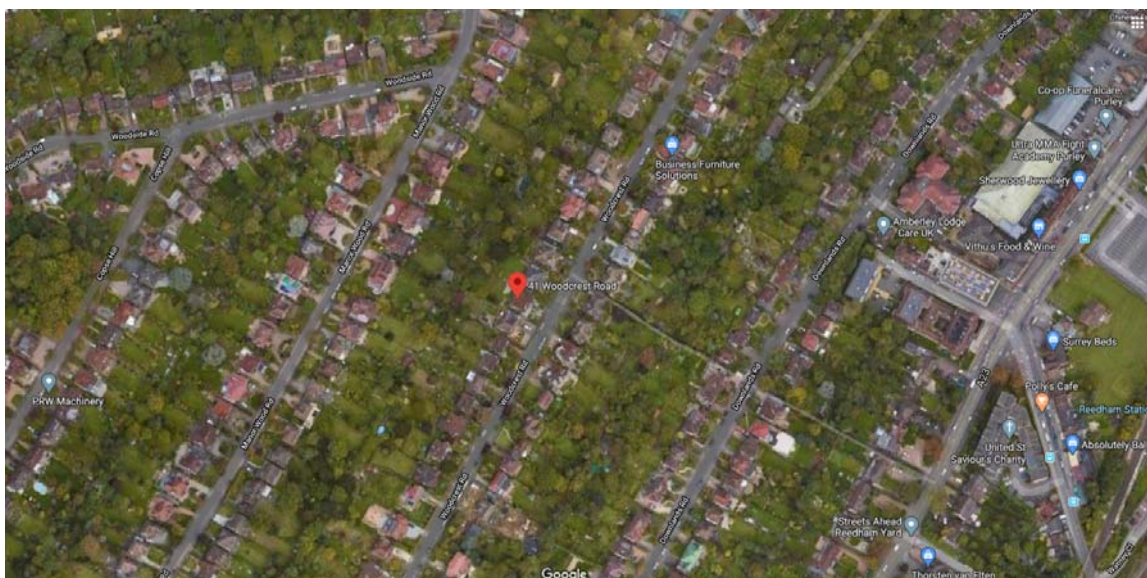
- Demolition of existing house
- Erection of a three storey building with accommodation in roof to create 6 residential units (5 x 2 bedroom and 3 x 3 bedroom units) with provision of communal external amenity space and children's play space
- Provision of 5 off-street parking spaces
- Provision of associated refuse and cycle stores

- 3.2 During the course of the application amended plans have been received to: change the materials, alter the layout at the front of the site, alter the roof design at the rear.



## Site and Surroundings

- 3.3 The site comprises a two storey detached dwelling located to the north western side of Woodcrest Road. The house sits at a higher level than the highway and the levels across the site increase from east to west. The dwelling has a large rear garden of approximately 600sqm in size. There is an existing dropped kerb on Woodcrest Road.
- 3.4 This is a predominantly residential area with an array of dwelling types present. Dwellings on the north western side of Woodcrest Road are detached and vary in appearance, being mostly two storey in height- in an elevated position. On the other side of the road, the properties are generally two storeys but set down from the road as the land level drops significantly.
- 3.5 There are no specific policies relating directly to this site however it is noted that it is an area at low risk of surface water flooding close to the site. The site has a PTAL of 1a indicating poor access to public transport.



## Planning History

- 3.6 19/03454/FUL - Demolition and erection of a three storey building with accommodation in the roof, comprising of 2 x 3 bedroom units, 5 x 2 bedroom units and 2 x 1 bedroom units, associated car parking, cycle parking, refuse storage and landscaping - Withdrawn

## 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The proposal creates three family sized units  
The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency 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 7 letters of notification to neighbouring properties in the vicinity of the application site. An objection was received from Chris Philp MP.

The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 77    Objecting:        77    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>Design and appearance</i>	
Overdevelopment of the site	Addressed in Section 8.22 of this report.

Out of keeping with existing development in the area in terms of height and bulk. Intrusive design.	Addressed in Section 8.8 – 8.23 of this report.
Blocks of flats are out of keeping in the area, contrary to Policy DM37.	Planning policies and the Suburban Design Guide advocate infill development for new residential units in the suburbs. There is no objection to the principle of flatted development in this area.
<i>Impact on amenities of neighbouring properties</i>	
Overbearing impact on and loss of light and privacy to neighbouring properties	Addressed in Sections 8.34 - 8.50 of this report.
Extra pollution and noise disturbance	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
<i>Trees/Ecology/Environment</i>	
Loss of wildlife habitat	Addressed in Section 8.66 of this report.
Dramatically increase the carbon footprint of the area	Conditions will be imposed to ensure carbon emissions are compliant with policy and Building Regulations. Addressed in Section 8.62 of this report.
<i>Transport and parking</i>	
Increased parking stress on Woodcrest Road	Addressed in Section 8.53 of this report.
Given the hilly topography the site will not be attractive to cyclists.	Cycle parking is shown to be provided in accordance with London Plan requirements.
<i>Amenities of future occupiers</i>	
Insufficient amenity space	Addressed in Section 8.27 of this report.
No affordable housing provision	This is a minor development and there is no policy requirement for affordable housing.

<i>Other matters</i>	
Increase flood risk. Surface water flooding is already a problem the area	Policy DM25 requires all development to incorporate sustainable drainage techniques. A condition will be imposed requiring site specific SuDS to be provided. Addressed in Section 8.63 of this report
Pressure on existing sewerage system.	Addressed in Section 8.64 of this report
Set precedence for other such developments in the area	There is no objection to the principle of infill residential development in this area. The proposal reprovides family housing in a residential area in accordance with Local Plan policy.
There is a covenant restriction on the existing house	This is a private matter for the developer and is not a material planning consideration.
Extra strain on local services e.g. GPs and schools which are already unable to cope.	The application is CIL liable. Addressed in Section 8.67 of this report.
Cumulative impact with proposal at 57 Woodcrest Road	Parking concern addressed in Section 8.55 of this report. Each development will provide suitable on-site sustainable drainage and each will provide CIL contributions.

### 6.3 Purley and Woodcote Resident's Association have objected to the proposal:

- Loss of a family home
- Overdevelopment
- Out of keeping
- Insufficient amenity space
- Poor quality accommodation
- Visual intrusion and loss of privacy for neighbours
- Inadequate 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 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 February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- 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

Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.7 below.

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
- SP6 – Environment and Climate Change

- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing flood risk
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

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

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

#### 7.7 Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and no response had been submitted to the Mayor from the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

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

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

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



## **8.0 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the Planning Committee are required to consider 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. Other matters

### **Principle of Development**

- 8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes significantly increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.
- 8.3 The Croydon Suburban Design Guide (2019) sets out how suburban intensification can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 The application is for a flatted development providing additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal respects existing residential character and local distinctiveness, and accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m<sup>2</sup>. The existing building on site is a 4 bedroom house with a floor area of approximately 207sqm. Three x 3 bedroom units are being proposed, so there would be an uplift of family accommodation. There would be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2.

8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to 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. Overall, the proposal provides a net gain in family accommodation of 2 unit and contributes towards the Councils goal of achieving a strategic target of 30% three bedroom plus homes.

## Townscape and Visual Impact

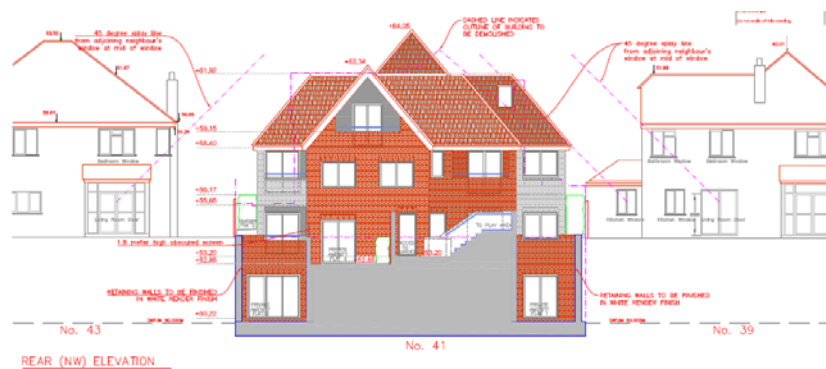
- 8.7 Woodcrest Road has a range of architectural style of buildings. Due to the land level change, the properties on the north western side have level access to an undercroft garage with the main dwelling set above. The buildings mostly have red/brown tiled roofs and there are an array of materials to the elevations including render, mock-tudor, brick and hanging tile. The building does not hold any special significant architectural merit or protection and therefore there is no objection to its demolition.
- 8.8 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.
- 8.9 The Suburban Design Guide suggests appropriate ways of accommodating intensified development on sites and suggests that where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope.
- 8.10 The proposed building would have three storeys with additional accommodation in the roof. The front elevation would have a central red brick façade which extends above the eaves in the form of a gable. The design approach is a “contemporary interpretation”. The proposed building is a similar height at the existing dwelling and includes a front gable which is a common feature within the streetscene. Although the building would have an additional storey than the neighbouring properties, the overall height would not be higher than the existing dwelling and the set back of the white brick façade on either side of the central projection would reduce the massing so it would not appear over dominant.



8.11 The front garden would be excavated, facilitating a refuse store, car parking and level access to the main entrance. There would be an area of landscaping behind the front boundary wall, a green roof on the refuse store and a strip of landscaping in front of

The material palette is appropriate in this locality, maintaining a traditional appearance. The elevations would be finished in brick and the roof finished in plain clay tiles. These materials would sit comfortably with the surrounding area. Submission of specific material details will be secured by condition.

8.13 The design approach to the front elevation continues to the rear. There would be a central red brick section with white bricks either side and the windows would have a good sized recesses to break up the massing. The building would project beyond the existing building line, whilst generally observing the 45 degree rule as set out in 2.11 of the Suburban Design Guide (2019). Although the built form would be greater than the existing dwelling, at the rear the development would be of a similar height to the existing house due to the significant excavation at the rear.



8.14 Therefore having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development that would comply with the objectives of the above policies in terms of respecting local character.

## Housing Quality for Future Occupiers

8.15 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).

8.16 The proposed units are all dual aspect which allows to a good level of cross ventilation. Due to the land level changes at the rear, the lower ground floor units would not have a fully unobstructed view, however they would pass the 25 degree test as set out in 2.20 of the Suburban Design Guide (2019) and the retaining walls would be landscaped, providing visual interest.

- 8.17 A Daylight and Sunlight assessment (in accordance with BRE guidance) has been carried out for the lower ground floor units- which would have the most reduced outlook. All rooms would receive a good level of daylight.
- 8.18 With regard to external amenity space, the 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. The flats all have private amenity in the form of a terrace or balconies. All private amenity spaces meet or exceed the required standards, apart from unit Flat 7 which is 1sqm below the standards, due to the head height under the eaves. As the difference in area is relatively minor, and the unit would have access to the very large communal garden, this is considered acceptable.
- 8.19 An area of communal garden (approximately 370sqm) is provided within the site. Children's play space would be provided within this space and full details of this area will be secured by condition.
- 8.20 In terms of accessibility, the level changes across the site make it difficult to provide step free access for all parts of the development. An internal lift and external chair lift at the rear is proposed, providing step free access to all units, a section of the communal amenity space, and their own private amenity space apart from Flat 7 (flat 7 is split level with a staircase connecting the floors). The applicant has confirmed that the ground floor units will be designed to be wheelchair accessible/adaptable dwellings (to both building regulation Part M4(2) and Part M4(3)).
- 8.21 Overall, given the constraints of the site, the development is considered to provide an acceptable standard of accommodation for future occupiers.

### **Residential Amenity for Neighbours**

- 8.22 Policy 7.1 of the London Plan indicates that in their neighbourhoods, people should have a good quality environment. Policy DM10 of the Croydon Local Plan requires the Council to have regard to the privacy and amenity of adjoining occupiers. Policies SP4.1 and SP4.2 seek to respect and enhance character, to create sustainable communities and enhance social cohesion and well-being.
- 8.23 The most affected neighbours would be numbers 39 and 43 Woodcrest Road which immediately adjoin the site to the north and south. The rear building line would project beyond either neighbour- in a staggered position so that the deepest projection is well set in from either boundary. The massing passes the 45 degree rule of thumb in plan on both sides, demonstrating that outlook would not be compromised on either side.
- 8.24 The height of the proposed building would be a similar to the existing house and the eaves would be lower than either adjoining neighbour. A vertical 45 degree test has been conducted from both neighbours' ground floor windows. Number 43 passes, however number 39's closest kitchen window does not. As the kitchen is served by another window which passes the 45 degree test, this room is unlikely to be significantly adversely affected.
- 8.25 To the south, 39 Woodcrest Road has two windows at first floor level on the side elevation. These windows serve a landing and WC which are not classed as habitable rooms.
- 8.26 To the north, 43 Woodcrest Road has two windows at first floor level on the side

elevation. These windows are secondary to the larger windows on the front and rear elevation that serve these rooms.

- 8.27 All proposed windows on the side elevations would be high level and obscurely glazed to prevent overlooking; and the three balconies above the level of the proposed fencing would be recessed.
- 8.28 Due to the gradient of the land sloping up to the rear of the site and the 30 metre garden, the proposal would be well separated from the properties on Manor Wood Road and would not cause harm to neighbour amenity.

## **Parking and Access**

### **Parking**

- 8.29 The site has a PTAL rating of 1a which means that it has very poor access to public transport links. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit.
- 8.30 The applicant has undertaken an on-street parking survey to recognised Lambeth methodology. This survey shows on Woodcrest Road alone, there were 107 car parking spaces available, and even in the future with the overspill from previously approved developments parking stress would be low. Given the low parking stress in the area and the provision of 5 off street parking spaces, it is not considered that the additional vehicles parking on street would have a significantly harmful impact on highway safety in this instance.
- 8.31 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP will be conditioned.
- 8.32 Cycle storage would be provided internally. The proposed flats would generate a demand for 16 cycle bays (as required by the London Plan). 17 cycle spaces are proposed in a 2 tier system, plus a sheffield stand for adapted bicycles. This is in accordance with London Plan standards.

### **Access**

- 8.33 The existing crossover would be removed and a new crossover, centrally located would be installed.
- 8.34 The Transport Statement provides manoeuvring plans that demonstrate that vehicles can manoeuvre into the proposed parking spaces. The submitted plans show that the required pedestrian and vehicle sightlines can be achieved from both vehicular accesses to the site.

### **Refuse storage/collection**

- 8.35 A refuse storage area is shown to the front of the site fronting Woodcrest Road. The refuse store would be located in a brick store behind the front boundary hedge and wall. The front boundary wall increases to 1.4 metres close to the boundary in order to screen the appearance of the store from the streetscene. 10m<sup>2</sup> of space for bulky

waste would be located internally in a designated area. In this instance, the refuse facilities would be integrated into the landscaping and as a result, would not be visible from the streetscene in accordance with DM13 of the Croydon Local Plan.

### **Environment and sustainability**

- 8.36 Conditions will 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.
- 8.37 The site is located within an area at low risk of surface water and groundwater flooding. A Flood Risk Assessment (FRA) has been submitted as part of the application which outlines the risks of flooding at the site. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). The report outlines SuDS measures that could be feasible at the site including rainwater harvesting, green roofs, permeable paving, swales and soakaways. Onsite investigation is required and therefore a condition requiring site specific SuDS measures would be imposed on any planning permission.

### **Other matters**

- 8.38 Trees and landscape - There are no Tree Protection Orders on the site. Five trees would be removed as part of the proposal and replaced. Tree protection measure would be put in place for the other trees to be retained. This has been reviewed by the Council's Tree team and is considered acceptable.
- 8.39 Ecology – Respondents have commented that the proposal would lead to a loss of wildlife habitat. The application site is not near an area of special scientific interest or a site of nature conservation value. The site is a residential property in an adequate state of repair. As such, it is not considered likely to support protected species' habitats. Whilst there would be an overall loss of landscaped space, it is not considered to be high in biodiversity value. An informative would be included on any decision making the applicant aware that it is an offence to harm protected species or their habitat and in the event that protected species are found on site the applicant should refer to Natural England standing advice.
- 8.40 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 borough.

### **Conclusion and planning balance**

- 8.41 The principle of residential development is considered acceptable in this area. The development accords with policy requirements and the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. The proposal has been designed to ensure there would be no unacceptably harmful impact on the amenities of the adjacent properties and provides adequate amenity for future residents. The impact on the highway network is acceptable. The proposal's design and appearance is satisfactory and does not weigh against it in the balance. The proposal would provide acceptable quality of accommodation and mix of units. Therefore, with the conditions recommended the proposal is considered to be in accordance with the relevant policies.

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