

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/00277/FUL
 Location: 8 Woodcote Drive, Purley, CR8 3PD
 Ward: Purley and Woodcote.
 Description: Demolition of existing detached dwelling and garage; erection of a detached three storey property comprising nine flats; formation of new access, provision of car parking, cycle storage, refuse and recycling store, and hard and soft landscaping
 Drawing Nos: P1A, P2B, P3A
 Applicant: Sandy Lanes Projects Ltd.
 Agent: Simon Grainger of Grainger Planning Associates Ltd
 Case Officer: Barry Valentine.

	1B 1P	1B 2P	2B 3P	3 B 4P	4B 7P	Total
Existing Provision					1	1
Proposed Residential Mix		6		3		9

Number of car parking spaces	Number of cycle parking spaces
6 on site car parking spaces	12 on site cycle parking spaces

1.1 This application is being reported to Planning Committee as 14 objections were received, which is above the threshold set out in the Committee Consideration Criteria.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:
1. In accordance with the approved plans.
 2. Development to be implemented within three years.
 3. Samples and details (as appropriate) of materials including window frames.
 4. Secure landscaping scheme.
 5. Further details on playspace.
 6. Sustainable Urban Drainage System to achieve as far as reasonable Greenfield run-off rates.
 7. Provision of on-site car parking including dropped kerb/pavement reinstatement – prior to occupation and permanently retained thereafter.

8. Further details of Refuse Store(s).
9. Further Details of Cycle Store.
10. Arboricultural details including protection measures (prior to commencement).
11. Water use target.
12. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
13. Installation of electric vehicles charging points in line with London Plan.
14. Obscurely glazed and non-opening up to 1.7m windows on northern elevation at first floor level and above.
15. Secure Construction Logistics Plan.
16. Secure M4 (2) ground floor units.
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

1. Community Infrastructure Levy.
2. Code of Practice regarding small construction sites.
3. Highway works to be made at developer's expense.
4. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

- 2.3 That the Planning 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

Proposal

- 3.1 Demolition of existing detached dwelling and garage; erection of a detached three storey building comprising nine flats; formation of new access, provision of car parking, cycle storage, refuse and recycling store, and hard and soft landscaping.



Image 1 – CGI of the Proposed Development looking south

Site and Surroundings

- 3.2 The application site is a two storey detached property located on the eastern side of Woodcote Drive, at its junction with Peaks Hill. The property is understood to be in use as a single dwellinghouse. The London Borough of Sutton boundary is located to the rear of the site. The majority of the site appears to be roughly level.



Image 2 – 3D View of the site and setting

- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached and two stories high.
- 3.4 There are no direct policy constraints identified in the Croydon Local Plan (2018).
- 3.5 The Sutton Local Plan (2018) designates the northern end of Woodcote Drive, as well as the school to the rear of the site as an 'Area of Special Local Character'.



Image 3 – Site Location and Location of Borough Boundary with Sutton

- 3.6 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at very low risk (less than 1 in 1000 years) from surface water flooding. The roads

to front and side of the property are modelled at being at low risk from surface water flooding (less than 1 in 100 years).

3.7 The site has a Public Transport Accessibility Level (PTAL) of 1B (Very Poor).

3.8 Trees on the site are subject to Tree Preservation Order (28/1974).

Relevant Planning History

3.9 Council provided pre application advice reference 19/01748/PRE and 19/04467/PRE in connection with this site and development.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development provides an appropriate mix of units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area. The development would not cause harm to any archaeological remains.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would result in some additional on street parking. However, this would not generate significant levels of parking stress such as to justify refusal of planning permission. The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development would not cause unacceptable harm to visual amenity of trees.
- The proposed development subject to conditions would not have an adverse impact on flooding or biodiversity.

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 A total of six neighbouring properties were notified about the application and invited to comment by the way of letter. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

Individual responses: 16 Objections 16

6.2 The following issues were raised in representations that are material to the determination of the application, which are addressed in substance in the next section of this report:

Objections

OBJECTION	OFFICERS' COMMENT
Development will take light away from neighbour's garden and windows.	The applicant has submitted a sunlight and daylight study which successfully demonstrates that the development would not have an unacceptable impact on neighbouring properties and their garden sunlight and daylight.
Loss of privacy to neighbouring properties.	As set out in the body of the report, the development has been designed to prevent unacceptable levels of overlooking to neighbouring properties and gardens.
Too tall and overbearing-towers over its neighbours.	The scale of the development is appropriate, and in line with guidance set out in the Suburban Design Guide SPD (2019).
Development does not respect local context. Overdevelopment and overly dense.	The development is of an appropriate scale and form, and has a high quality design that encompasses features of the local area into its design. It is not considered to be out of keeping or overdevelopment.
Insufficient parking on the site – increased risk to highway safety due to learner drivers and nearby school.	The proposed development would likely lead to increase off on street parking, however there is substantial capacity on the street to accompany this demand. Given the low impact of the development on parking stress, the development is not considered to compromise significantly highway safety, or endanger pupils.
Increase in traffic load, especially in school rush hours. Increased pollution.	The development would not generate significant level of trips or pollution, such to justify the refusal of planning permission.
The description of development is considered to misrepresent of	The description of development has been revised, and re-consulted on for clarity.

the developments bulk.	
Need to keep family houses, not flats.	The proposed development would increase the amount of family accommodation by providing three x three bed units, and is in line with policy.
Impact of development during construction.	In general the impact of construction is controlled by a series of legislation, such as Noise Act. To help mitigate this further, a condition requiring a Construction Logistic Plan (CLP) is recommended.
Flats will impact noise levels, reduce security and safety to existing residents.	Flats given they are in residential use would not generate significant levels of noise disturbance such to justify refusal of planning permission. There is little to no evidence to suggest that the creation of flats would endanger the security and safety of existing residents.
Loss of natural habitat and trees.	There is no loss of trees as a result of the development. Any minor impact on biodiversity would be mitigated through the proposed landscaping plan.
London Plan Housing targets have been reduced so no need for development.	Both the current London Plan and Croydon Local Plan (2018) require the council to deliver a significant number of homes. Whilst Draft London Plan targets have been reduced, they are still higher than both plans target at present. Given this development is compliant with Policy, there is no justifiable and defensible reason for refusing this planning permission.
Not enough bins provided by development.	Whilst a bin store is shown on submitted drawing, the capacity of this bin store is unknown. A condition is recommended to ensure that the bin store is of an appropriate size.
Impact on Drains	All foul water would be designed and constructed in accordance with Building Regulation, with any new connections subject to agreement from Thames Water. In combination with SUDs measures, no significant impact on drainage is seen to arise from the development.
Parking Surveys not done at correct times and would have been effected by COVID 19	An initial survey was done in August 2019. This was done in the schools holiday and not in line with Lambeth Methodology. A new survey was done on the 3 rd and 4 th of March, which was prior to when lockdown started on the 23 rd March and when schools were still open. The parking surveys are good indication of parking stress in the area.

6.3 Councillor Badsha Quadir objected to the application. The councillor concerns were as follows:

- It will be a loss of a family home.
- This proposed building will be overlooking into neighbouring gardens and hence loss of privacy.
- A hazard to local residents as extra parking will be placed on the road itself.
- Building on a garden would be a loss of natural habitat and trees.

6.4 The following issues were raised in the representations and are not material planning considerations:

- The development will devalue other houses.

6.5 The following procedural issues were raised in representations, and are addressed below:

- The application description was a misrepresentation – A revised description has been re-notified to address this concern.

6.6 The London Borough of Sutton were consulted on the application due to the site's location close to the boundary. They raise no objection to the application.

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 Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan 2012.

7.2 Government guidance is contained in the National Planning Policy Framework (NPPF), revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

7.3 The main policy considerations from the London Plan (2016) raised by the application that the Committee are required to consider are:

- Policy 1.1 Delivering the Strategic Vision and Objectives for London.
- Policy 3.3 Increasing Housing Supply.
- Policy 3.5 Quality and design of Housing Developments
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 6.1 Strategic Approach
- Policy 6.3 Assessing Effects of Development on Transport Capacity

- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.2 An Inclusive Environment
- Policy 7.4 Local Character
- Policy 7.6 Architecture

Emerging New London Plan

- 7.4 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.
- 7.5 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.
- 7.6 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.
- 7.7 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.

Croydon Local Plan (2018)

7.8 The new local plan was adopted on the 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- SP2: Homes.
 - *SP2.1 Choice of homes.*
 - *SP2.2 Quantities and locations.*
 - *SP2.7 Mix of homes by size.*
 - *SP2.8 Quality and standards.*
- DM1: Housing Choice for Sustainable Communities.
 - *DM1.2 Net loss of 3 bed or homes less than 130 sq.m.*
- SP4: Urban Design and Local Character.
 - *SP4.1 High quality development that responds to local character.*
- DM10: Design and Character.
 - *DM10.1 High quality developments, presumption for 3 storeys.*
 - *DM10.2 Appropriate parking and cycle parking design.*
 - *DM10.4 Private amenity space.*
 - *DM10.5 Communal amenity space.*
 - *DM10.6 Protection to neighbouring amenity.*
 - *DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.*
 - *DM10.8 Landscaping.*
- DM13: Refuse and Recycling.
 - *DM13.1 Design, quantum and layouts.*
 - *DM13.2 Ease of collection.*
- SP6: Environment and Climate Change.
 - *SP6.3 Sustainable design and construction.*
Minor residential scheme 19% CO2 reduction.
Water efficiency 110 litres.
 - *SP6.4 Flooding and water management – c) SUDs.*
 - *SP6.6 Waste management.*
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
 - *SP8.5 and SP8.6 Sustainable travel choice.*
 - *SP8.7 Cycle parking.*
 - *SP8.12 and SP8.13 Electric vehicles.*
 - *SP8.17 Parking standards in low PTAL areas.*
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development and quality of residential units created
2. Impact on the appearance of the site and surrounding area.

3. Impact of the development on neighbouring properties' living conditions.
4. Impact of the development on parking and the highway.
5. Impact of the development on trees and biodiversity.
6. Impact of the development on flooding.
7. Other planning issues.

Principle of development and quality of residential units created.

Principle of Development

- 8.2 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 sq.m. The existing unit is a four bed and measures approximately 158 sq.m, and three x three bed units are proposed. The proposal complies with Policy DM 1.2.
- 8.3 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The policy sets a specific target for major developments, but not minor developments, with the latter considered on a site by site basis. Three x three bed units are proposed, which amounts to 33.3%. The proposal is in line with the strategic target.
- 8.4 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 7.4 above. The proposed development would create additional residential units that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018). There is no policy requirement for the provision of Affordable Housing as less than ten units are proposed.
- 8.5 London Plan (2016) policy 3.4 outlines what it considers to be appropriate density of development based on urban type and PTAL rating. The London Plan outlines that this table should not be used mechanically. This policy should also be used with some caution as it is proposed to be removed under the Draft London Plan. The density of the development is 270 hr/hectare, with the London Plan (2016) recommending a density for Suburban Location with PTAL of 0 to 1 of 150 to 200 hr/hectare.

Quality of Units

- 8.6 The proposed development would provide good quality units that would make a positive contribution to the borough's housing stock. All the proposed units meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms would meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'.

- 8.7 The units would receive good levels of light, outlook and aspect. All the residential units would be dual aspect or single aspect but not north facing. Key habitable rooms i.e. living rooms, kitchens and main bedrooms are served by generously sized windows. The units would have a floor to ceiling height of 2.42m to 2.48m, above the height required of 2.3m within the DLGG's Technical Housing Standards, but below the 2.5m required within the London Plan (2016). Given the minor infraction on the London Plan (2016) standard, the shortfall would not have a significant impact on the overall quality of residential accommodation that the development would provide.
- 8.8 All the proposed units would have access to their own private amenity space, with the size of those amenity spaces complying with policy guidance. The flats would also have access to a good sized communal garden area that is located to the side and rear, which can be easily accessed. Opportunities for small scale play-space, in line with policy DM10.4(d) would be delivered through the use of planning conditions.
- 8.9 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'Accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'Wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents. The Draft London Plan (2019) set out some flexibility should be applied in blocks of four storeys or less, with ground floor units being M4(2)/M4(3) (as applicable), and those above/below ground floor level should meet M4 (1) 'Visitable dwellings'.
- 8.10 The units at ground floor level have level access and there is no foreseen reason that they could not meet M4 (2), and this is recommended to be secured via condition.

Impact on the appearance of the site and surrounding area.

- 8.11 The existing property is not protected from demolition by existing policies. As such, the property and associated structures could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable subject to a suitable replacement designed building being agreed.



Image 4 – CGI looking north east from junction of Woodcote Drive and Peaks Hill

8.12 The site is set in an area that generally contains two storey detached properties. Suburban Design Guide SPD (2019) advises (extract below) that in such scenarios developments may be three storeys, plus roof level. The proposed development is three storeys, with the final storey being partly located within the roof. In this instance the height of the development is considered to be an appropriate response. Woodcote Drive properties whilst two storey and detached, are quite modestly proportioned and the jump up in scale to three storeys plus roof level suggested by guidance would likely be too overbearing and disproportionate due to this.



Figure 2.10c: 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 below.

Image 5 – Suburban Design Guide SPD (2019) extract on heights

8.13 The positioning of the development within the site is well considered, appropriately informed by the need to positioning the building away from the roots

and canopy areas of mature trees, which are located predominantly along on the southern boundary. The front building line broadly aligns with the front building line of no.10 Woodcote Drive ensuring consistency.



Image 6 – Proposed Site Plan

8.14 In terms of the rear building line, Suburban Design Guide SPD (2019) states that depth of the projection should be no greater than 45 degrees as measured from the middle window of the closest ground floor habitable room on the rear wall of the main neighbouring property on both side. The relevant extract from the Suburban Design Guide SPD (2019) is shown below. The Suburban Design Guide SPD (2019) also states on corner plots, such as this one, where a scheme would enhance the definition of a suburban block and contribute positively to the suburban block, developments may extend beyond the 45 degree rule.

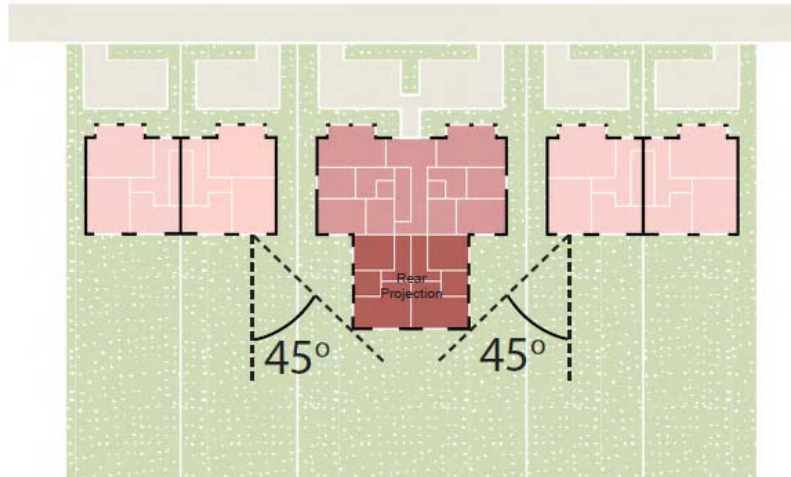


Figure 2.11b: Depth of projection no greater than 45 degrees as measured from the middle of the window of the closest ground floor habitable room on the rear wall of the main neighbouring property on both sides.

Image 7 – Suburban Design Guide SPD (2019) extract on rear building lines

- 8.15 The neighbouring property no.10 has a conservatory extension which is located adjacent to the boundary and as such there is no ground floor rear elevation window immediately adjacent to the boundary. The applicant has instead taken a 45 degree line from the centre of the conservatory roof. In addition, the applicant has produced a sunlight and daylight report which demonstrates that the proposed development would comply with BRE guidance in terms of sunlight, daylight and overshadowing of the garden. Even if a 45 degree line was taken from where the centre of the window is estimated to have been, the point at which the 45 degree line would be breached is over 15.5m away from the window. The development would not have had an unacceptable impact on outlook or daylight. It should also be noted that to the rear of the site is playing fields, which also help to prevent the site appearing overdeveloped. The depth of the rear building line is acceptable.
- 8.16 Suburban Design Guide SPD (2019) advises that development should be set 1m away from side boundaries. The development proposes a gap of approximately 70cm to the boundary with no.10. However, in this instance no objection is raised to this as the existing garage on the site is marginally closer (approximately gap of 60cm) to the boundary than the proposed development and given that the rear part of the garden can still be accessed from more generous paths to the south.
- 8.17 The proposed design of the development is an appropriate contemporary response to its traditional context. The gabled roof form of the main part of the building, echoes the gabled roof form of the adjoining residential property, no.10 and helps to create a successfully transition in scale and sympathetic relationship. The front elevation has a pleasing symmetry, with two defining bay windows and central glazed stairwell. The detailing from the front elevation then continues onto the southern and rear elevation ensuring the development has a cohesive appearance. The use of brick, tile and metal balustrade is in keeping would help to tie the building into its context, and are suitably robust. Details of materials are recommended to be secured by condition to ensure they are of an appropriate high standard. The proposed development has a high quality design

that would not cause harm to the appearance of the area, and preserves the adjacent local character area.

- 8.18 The applicant has submitted a landscaping scheme with their application that ensures that the existing mature trees of high visual amenity value would be retained, and complimented by range of planting. This is recommended to be secured via condition.

Impact of the development on neighbouring properties' living conditions.

- 8.19 There are no known windows located on the main flank wall of the neighbouring property, no.10. Due to the appropriate front building line, the proposed development main impact will be on the openings and conservatory located on the rear elevation of no.10.

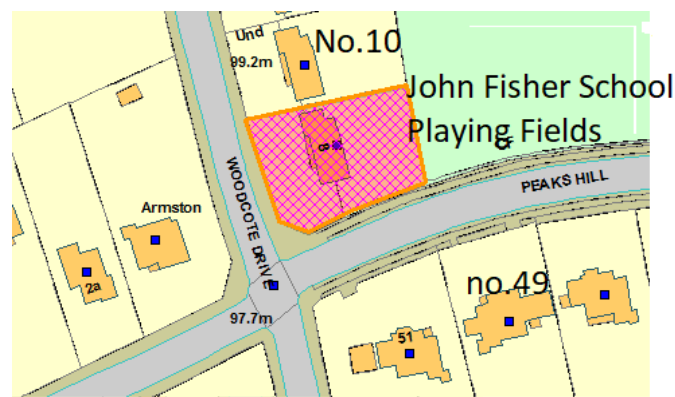


Image 8 – Location of Neighbouring Properties

- 8.20 The applicant has submitted a sunlight and daylight report that has been produced in accordance with BRE guidance. The submitted report looks at the development's impact on conservatory, the first floor rear window closest to the boundary and garden of no.10. All of which fully pass their respective BRE's VSC, No Sky Line, Sunlight and overshadowing tests. All other properties surrounding the site are a significant distance away and as such would not be significantly impacted by the proposed development. The development does not have an unacceptable impact on neighbouring properties light.
- 8.21 The proposed development for the reasons set out in paragraph 8.15 would not have an unacceptable impact in terms of sense of enclosure or outlook.
- 8.22 The proposed development would not cause unacceptable harm to neighbouring privacy. The majority of the proposed terraces are located on the southern side of the development and would predominantly have views over Peak Hill Road or the school playing fields to the rear. The terrace that is located on the northern side would not cause unacceptable loss of privacy as it sits forward of the neighbour's rear building line and has a solid brick side wall or privacy screen, to help ensure that views are angled rearwards. The bay window on the northern flank elevation has been designed to prevent views rearwards and the windows on the northern elevation will be obscurely glazed and non-opening up to a height

of 1.7m from the finished floor level to prevent unacceptable levels of overlooking.

8.23 The proposed development would not have an unacceptable impact on neighbouring properties in terms of noise disturbance given that the proposed use is residential, and that all the terraces are modestly sized, as such unlikely to be able to hold a significant number of people whom in turn could generate significant levels of noise disturbance. The intensification of the use of the site, given that the proposed use is residential, would not generate significant levels of noise disturbance.

Impact of the development on parking and the highway.

8.24 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy in low PTAL areas, one and two bed units are required to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit, and four or more bed units up to 2 parking spaces per unit.

8.25 The proposed development would provide six car parking spaces for the nine units. The applicant has submitted a Transport Statement which includes a parking assessment. This parking survey looks at on street parking capacity on Woodcote Drive, and parts of Peaks Hill, Green Lane, The Ridge and Great Woodcote Park which are within 200m of the site. The applicant has undertaken night time weekday parking surveys during both non school term time (August 2019) and school term time (data from March 2020). The results from the latter, which are in line with the Lambeth Methodology are considered the most relevant. On average only 4% of the parking spaces in this road were occupied. Parking stress is generally deemed as high when there is an 85% saturation. A summary of the results is shown below:

	Tuesday 3 rd March 2020		Wednesday 4 th March 2020		SURVEY AVERAGE	
	PARKED VEHICLES	SPARE SPACES	PARKED VEHICLES	SPARE SPACES	PARKED VEHICLES	SPARE SPACES
Woodcote Drive	4	55	4	55	4	55
Green Lane	2	41	2	41	2	41
Peaks Hill	0	47	0	47	0	47
The Ridge	0	15	1	14	1	14
Great Woodcote Pk	0	21	0	21	0	21
SURVEY AREA TOTAL	6	179	7	178	7	178
Stress	3%		4%		4%	

Table 1: Parking Stress Summary (March 2020 Surveys)

Image 9 – March Parking Survey Results

8.26 It is noted that both John Fisher School and Laleham Lea schools are in close proximity of the site. Having schools next to flatted development is not uncommon, and the development would not generate such significant levels of parking stress, nor traffic, such to materially compromise either the operation of the school, nor pupil safety.

- 8.27 The existing property has a dropped kerb close to the northern boundary of the property on Woodcote Drive. This dropped kerb would need to be remodelled for the new development, with its new location slightly to the south of the existing dropped kerb's location. The new dropped kerb location is a sufficient distance from junction. The six car parking spaces are set six metres apart, which is considered a sufficient distance to ensure that cars can enter and leave the site in a forward gear. No significant impact on highway safety would arise from the proposed development.
- 8.28 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. A planning condition is recommended to accommodate these requirements.
- 8.29 The London Plan (2016) requires one cycle parking space to be provided for all one bed units and two cycle parking spaces for all 2+ bed units. To be London Plan (2016) compliant 12 cycle parking spaces would need to be provided. Submitted drawings shows a cycle store with a claimed capacity of 12 cycle parking spaces. Further details of the cycle store are recommended to be secured by condition to ensure that there is sufficient space allocated.
- 8.30 To help mitigate the impact of the development during construction, a condition requiring a Construction Logistics Plan is recommended to be secured via condition.

Impact of the development on trees and biodiversity.

- 8.31 All trees on the site and immediately surrounding it are covered by a blanket Tree Preservation Order (28, 1974). All existing trees on the site are proposed to be retained. The protected trees within the site are located along its southern side, with the built form of development set sufficiently away from their root protection areas and canopies, such that it would not have a significant impact on their health and visual amenity that they provide. Further clarity is however required in regards on any land changes within root protection areas of trees especially in regard to new car park area and proposed footpaths, as well as more detail on protective measures during construction. This is recommended to be secured via condition. Whilst shrubs and planting would be removed from the site, these are not protected and as such could be removed irrespective of the development. There is no evidence to suggest protected species are located on the site or would be impacted by the development. Any minor impact on biodiversity would be mitigated through the proposed landscaping scheme, which is recommended to be secured via condition and would include biodiverse planting.

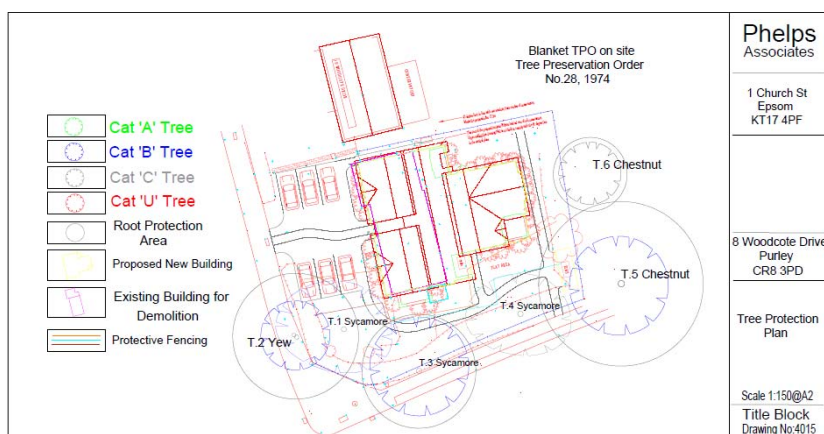


Image 8 – Tree Protection Plan

Impact of the development on flooding,

- 8.32 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at very low risk (less than 1 in 1000 years) from surface water flooding. The road in front of the property however is modelled at being at medium risk (1 in 100 years from surface water flooding on 1 in 100 year basis). The applicant has submitted a flood risk assessment (FRA) that appropriately identifies the extent of risk and a planning condition is suggested, which secures a Sustainable Urban Drainage System (SUDS). A further planning condition is recommended to help ensure efficient water use.
- 8.33 In terms of drainage, all foul water would be designed and constructed in accordance with Building Regulation, with any new connections subject to agreement from Thames Water. In combination with SUDs measures, no significant impact on drainage is seen to arise from the development.

Other Planning Issues

- 8.34 The standard requirement to reduce carbon dioxide emissions (19% beyond the 2013 Building Regulations) would be delivered through compliance with an imposed planning condition
- 8.35 A bin store area is proposed to the rear of the property which would be collected from Peaks Hill. The capacity of the bin store has not been confirmed, and as such a condition requiring further details to be submitted is recommended.

9 Conclusion

- 9.1 The proposed development would provide good quality residential units that would make a positive contribution to the borough's housing stock. The mix of residential units is acceptable, with three x three beds being provided. The proposed development would be of an appropriate high standard of design which would not cause harm to the appearance of the surrounding area. The development would not cause significant harm to neighbouring residential amenity and would not have an adverse impact on flooding. The proposed development provides an acceptable level of parking and would not have a

significant impact on the operation of the highway. The development would not result in unacceptable harm to or loss of trees.

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