

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/05326/FUL
 Location: 37 Kingswood Lane, Warlingham, CR6 9AB.
 Ward: Sanderstead
 Description: Demolition of single-family dwellinghouse and erection of 1x 3-storey block, containing 4x 3-bedroom, 3x 2-bedroom and 2x 1-bedroom flats with associated access, car parking, cycle and refuse storage.
 Drawing Nos: EX02-S1-101E; EX02-S1-102; EX02-S1-103E; EX02-S1-104B; EX02-S1-105C; EX02-S1-106D; EX02-S1-107B; EX02-S1-108B; EX02-S1-109B; EX02-S1-110C; EX02-S1-111A; EX02-S1-112C; EX02-S1-113A; EX02-S1-114B; EX02-S1-115; EX02-S1-116; EX02-S1-117.
 Applicant: Mr Shervin Khazeni of Aventier Ltd
 Case Officer: Nathan Pearce

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision	2	3		4		9

	Car parking spaces	Cycle parking spaces
Existing	1	0
Proposed	9	18

1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received and it has been referred by a ward councillor.

2.0 RECOMMENDATION

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

- a) A financial contribution of £13,500 for improvements to sustainable transport improvements in Sanderstead Ward including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions, membership of car club for the units for 3 years.

b) And any other planning obligations considered necessary.

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. 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
4. Tree Protection Plan
5. Details of facing materials
6. Landscaping
7. Sustainable urban drainage details
8. Electric Vehicle Charging Points
9. Cycle parking and refuse
10. Car parking
11. Visibility splays
12. Accessible units
13. Energy emissions
14. Ecology conditions
15. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1)Section 106
- 2)CIL
- 3)Code of practice for Construction Sites
- 4)Light pollution
- 5)Boilers
- 6)Refuse
- 7)Nesting birds
- 8)Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached house
- Erection of a two-storey building plus accommodation in roof-space.
- Provision of 2 x 1 bedroom flats, 3 x 2 bedroom flats (3 person) and 4 x 3 bedroom flats.
- Provision of 9 off-street parking spaces including one disabled bay.
- Provision associated refuse/cycle stores.

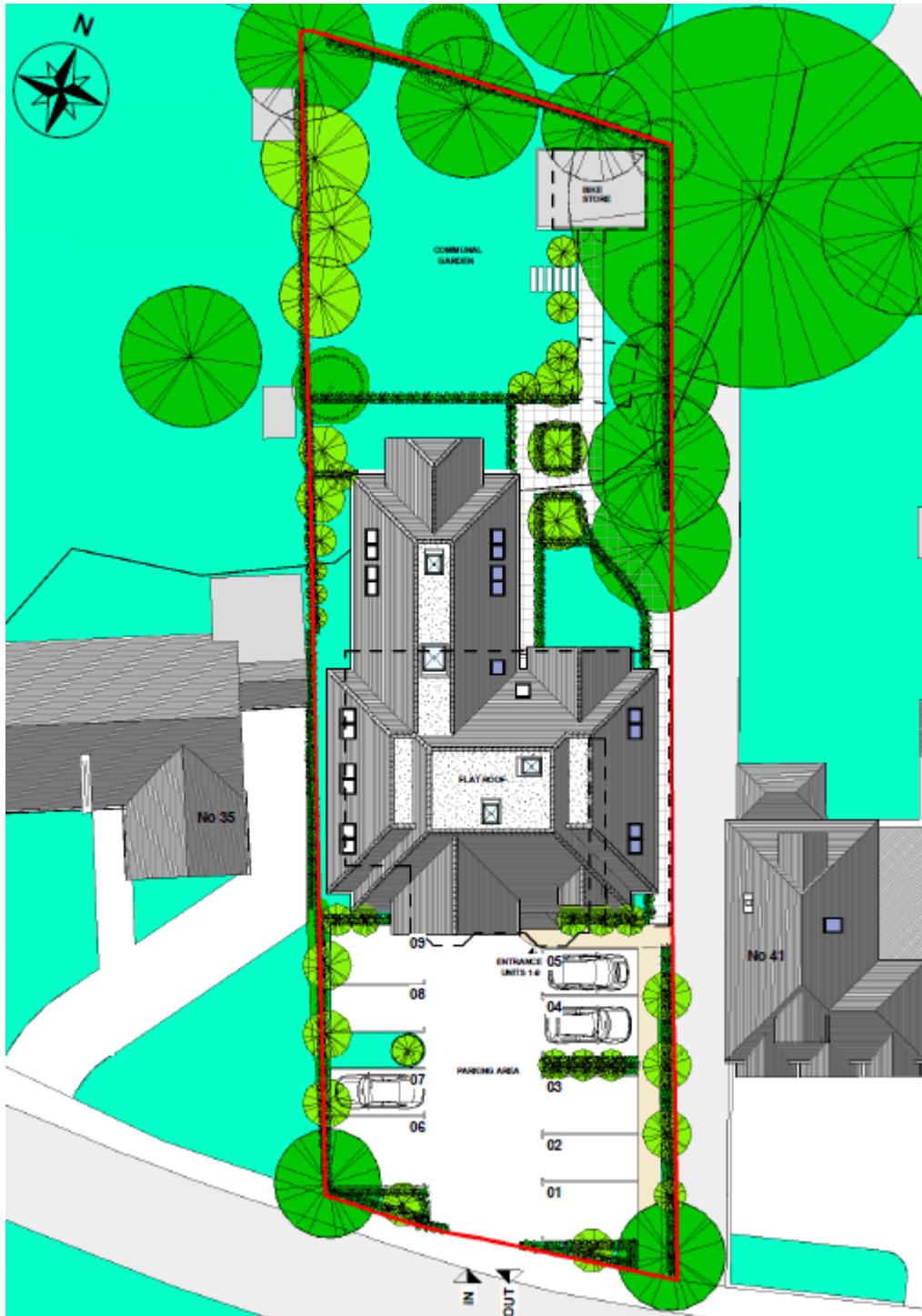


Fig 1: Site plan

3.2 Amended plans were received on 03.02.2021 showing the introduction of a lift, internal reconfiguration of unit 1, additional high level windows, minor alterations to the landscaping and hardstanding, introduction of bulky goods storage area, minor amendments to the finish materials.

Further amended plans were received on 16.03.2021 changing the location of the external door for unit 1 to make it compliant with accessibility standards.

Site and Surroundings

- 3.3 The application site is a large detached property situated on the north side of Kingswood Lane. The topography of the site is relatively flat.
- 3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style in regard to the properties along Kingswood Lane, the majority of properties appear to be detached family dwellinghouses with some recent development of flatted blocks. The site has a Public Transport Accessibility Level (PTAL) of 1a. The land to the south of Kingswood Lane is within Tandridge and forms part of the Green Belt.



Fig 2: Aerial street view highlighting the proposed site within the surrounding street-scene

Planning History

- 3.5 None relevant

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 (2021) and Croydon Local

Plan (2018) and emerging housing targets. The proposed development would provide an appropriate mix of units including 4x three-bed flats.

- 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 proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATION RESPONSE

5.1 Place Services (Council’s ecological consultant)

The council’s ecological consultants are satisfied that there is sufficient ecological information available for determination and raise no objection subject to securing biodiversity mitigation and enhancement measures by condition.

5.2 Tandridge District Council

No objection

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 4 letters of notification to neighbouring properties in the vicinity of the application site. A site notice was posted on Kingswood Lane on 28.10.2020. The number of representations received from neighbours, a Residents’ Association and local ward Councillors in response to notification and publicity of the application are as follows:

No of individual responses: 81 Objecting: 81 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:

Summary of objections	Response
	<i>Principle of development</i>
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.6

Loss of family home	Addressed in the report at paragraph 8.2 – 8.6
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.6
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.7 – 8.12
Massing too big	Addressed in the report at paragraphs 8.7 – 8.12
Over intensification – Too dense	Addressed in the report at paragraph 8.7 – 8.12
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.7 – 8.12
Accessible provision	Addressed in the report at paragraphs 8.23
Number of storeys	Addressed in the report at paragraphs 8.9
Visualisations do not show neighbours accurately	Officers are satisfied with the quality of the information submitted
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.13 – 8.18
Loss of light	Addressed in the report at paragraphs 8.13 – 8.18
Loss of privacy	Addressed in the report at paragraphs 8.13 – 8.18
Overlooking	Addressed in the report at paragraphs 8.13 – 8.18
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.13 – 8.18
Refuse store	Addressed in the report at paragraphs 8.31
No space to work from home	The homes meet the necessary standards
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.25 – 8.32
Not enough off-street parking	Addressed in the report at paragraphs 8.25 – 8.32
Negative impact on highway safety	Addressed in the report at paragraph 8.25 – 8.32
Refuse and recycling provision	Addressed in the report at paragraph 8.25 – 8.32
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.41
Impact on wildlife	Addressed in the report at paragraphs 8.33 – 8.38
Impact on flooding	Addressed in the report at paragraph 8.40
Local services cannot cope	Addressed in the report at paragraph 8.43
Lack of affordable homes	Addressed in the report at paragraph 8.42
Impact on trees	Addressed in the report at paragraphs 8.33 – 8.35

6.3 Cllr Yvette Hopley (Sanderstead Ward) has referred the application to committee and raised the following issues:

- Overdevelopment of site by reason of size and massing.
- Cumulative impact when added to other recent developments
- Flooding concerns
- Large area of hardstanding is out of character.
- Concern about loss of trees.

- Parking and highway safety concerns.

6.4 The Sanderstead Residents' Association has objected to the application and raised the following issues:

- Rear projection breaks 45 degree line drawn from the ground floor rear of no.41.
- Poor design.
- Excessive height is out of character.
- No lift provided.
- Poor outlook for some habitable rooms on the 2nd floor.

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. Such determination shall be made in accordance with the Plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the London Plan 2021, the Croydon Local Plan (February 2018), 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. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

London Plan (2021)

7.4 The policies of most relevance to this application are as follows:

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply

- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM43 – Sanderstead

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;
- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues. Furthermore the Croydon Local Plan 2018 anticipates that roughly a third of housing delivery over the plan period will come from District Centres and windfall sites.

8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification.

8.4 Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and small family homes and homes built as 3-bed homes are also protected. The existing dwellinghouse is a 3-bed and the proposal would provide 4x 3-bed units which would provide adequate floorspace for families. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.

8.5 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and is a “small site” (as defined by policy H2 of the London Plan). This advocates that such sites should significantly increase their contribution to London’s housing needs and that local character evolves over time and needs to change in appropriate locations to accommodate additional housing on small sites.. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the scheme is supported.

The effect of the proposal on the character of the area and visual amenities of the streetscene

8.6 The existing property is not protected from demolition by existing policies and its demolition is acceptable subject to a suitably designed replacement coming forward. The proposal seeks to replace it with 9 units formed of a block of flats fronting the highway. The scheme has been specifically designed to resemble a replacement house rather than a single block of flats. Officers are satisfied that the scheme respects the street-scene.

8.7 The Croydon Local Plan has a presumption in favour of three storey development. The block consists of two stories plus accommodation in the roof, this is considered acceptable because the application provides a high quality built form that respects the land level, pattern, layout and siting in accordance with Policy DM10.1.

8.8 The height, scale and massing of the scheme would be acceptable, given that the site works well with the topography and would sit well with the adjoining properties.



Fig 3: Front of elevation

8.9 The design of the building would incorporate a traditional styled appearance consisting of gables and a small dormer to the front elevation, maintaining the overall street scene with use of an appropriate materials palette with an adequate balance between facing bricks, soldier course brickwork, hanging tile, glazing and appropriate roof proportions. The main front element would present a traditional architectural response, consisting of a gabled bay. It is noted that hung tile and brick facades are characteristic of the area. As such, the building is considered to be of an appropriate design response in this situation. The use of Alderley Burgundy bricks or similar and brown wall hung tiles would be acceptable, brick slips would not be an appropriate facing material.

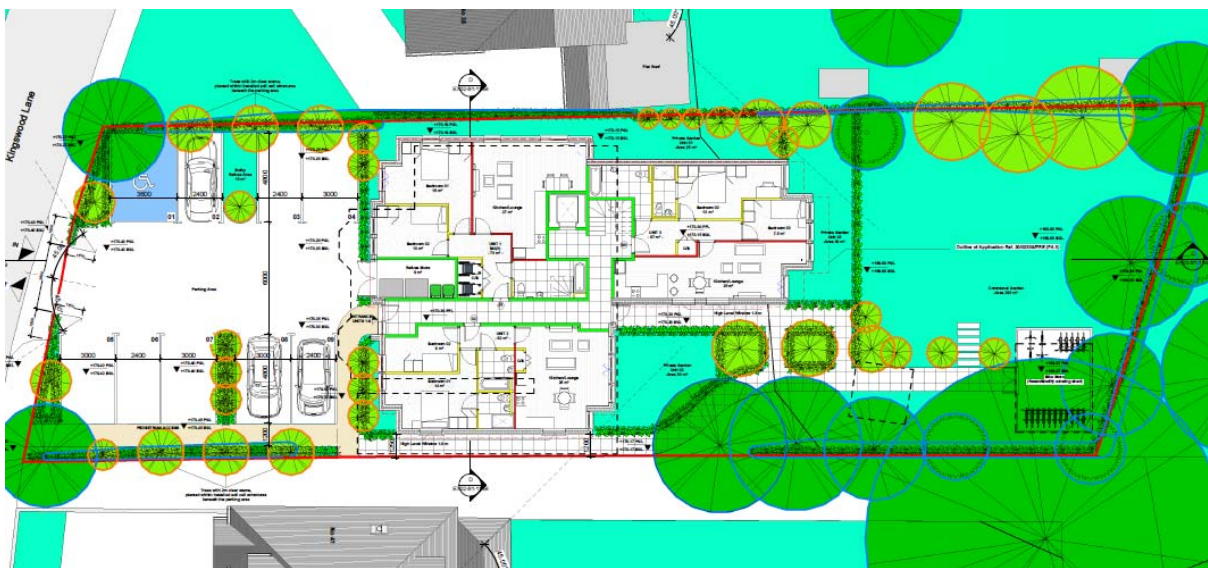


Fig 4: Proposed site plan showing proposal in relation to neighbouring properties

8.11 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. Whilst the frontage would be given over to hard-standing to allow for off street parking there would be some soft landscaping surrounding it, along with a section of soft landscaping along the boundary. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site would offer sufficient opportunities for soft landscaping to the rear.

8.12 The application site is a substantial plot within an established residential area. The scale and massing of the new buildings would generally be in keeping with the overall scale of development found in the immediate area whilst sensitively intensifying it and the layout of the development would respect the streets' pattern and rhythm.



Fig 5: CGI of site showing proposal in relation to neighbouring properties

Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD 2019 in terms of respecting local character.

The effect of the proposal upon the amenities of the occupiers of adjoining properties

8.13 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the adjoining properties at 35 & 41 Kingswood Lane and the dwellings to the rear at 29 & 39 Kingswood Lane.

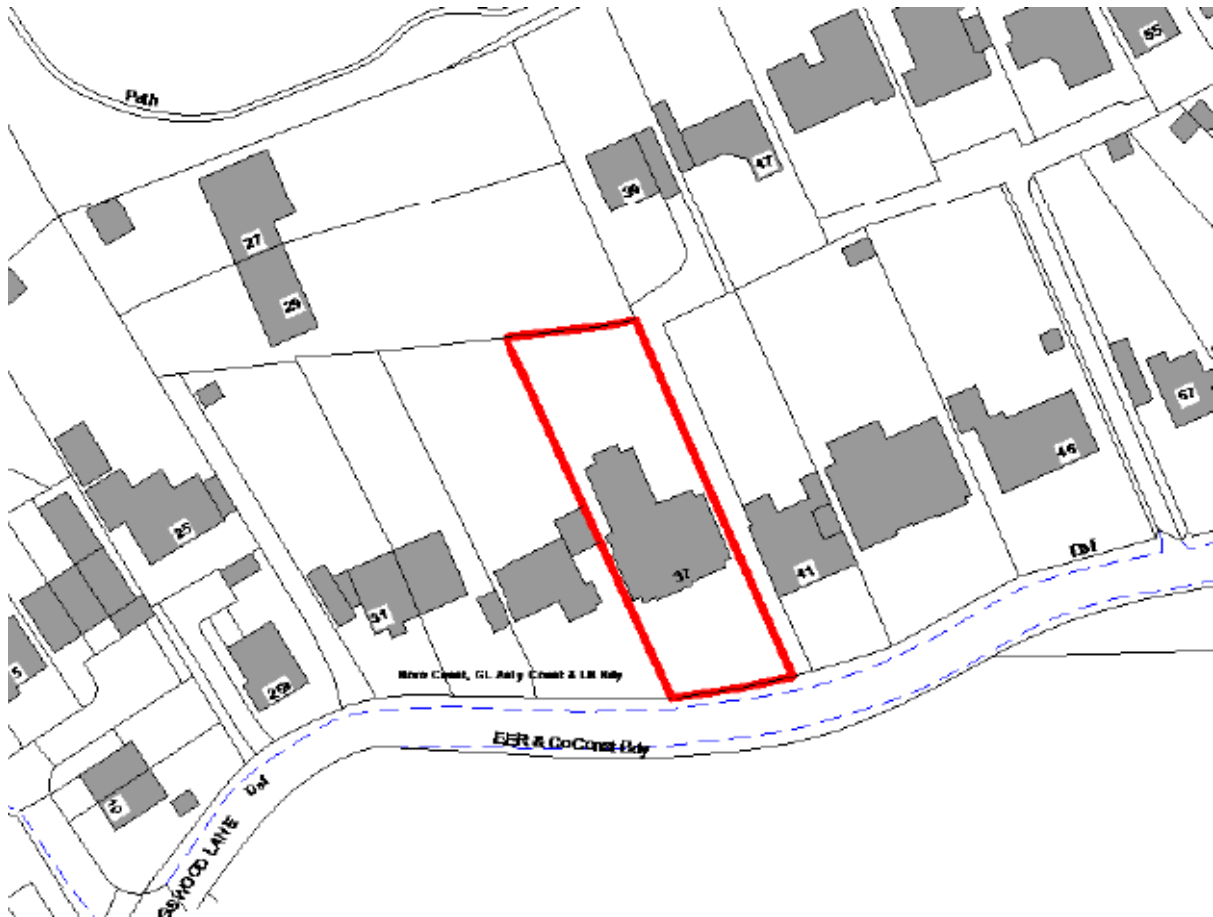


Fig 6: Proposed site plan

35 Kingswood Lane

- 8.14 This dwelling is to the west of the proposal site. The rear of the proposed building would not break a 45 degree line drawn from rear habitable room windows. There are 2 windows in the side elevation at ground level and none at first floor level. One is obscure glazed and the other appears to serve a bedroom, with another bedroom to the front and the main living area on the opposite side of the building. The proposal would have an impact on the side facing bedroom window in terms of a loss of light and outlook. This window is to an extent already affected by the existing building and boundary fence, but the impact would be greater. Officers are satisfied that the proposal is acceptable despite this impact; the Suburban Design Guide gives very little protection to side facing windows which directly overlook adjacent sites. Additionally as it serves a bedroom, to which it is generally accepted that light is less important, is side facing and faces towards the neighbouring property and the impact on the other windows serving this property is minimal, officers are satisfied that this impact is acceptable.
- 8.15 It is considered that given the separation distances and the angles that there would not be a significant detrimental impact on this dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

41 Kingswood Lane

- 8.19 This dwelling is to the east of the proposal site. An access road that serves no.39 passes between the proposal site and no.41. The rear of the proposed building would not break a 45 degree line drawn from the first floor rear habitable room dormer window. At ground floor there is an extended conservatory, a 45 degree line drawn from the rear of this conservatory would not be broken. There are 4 windows on the side elevation at ground floor and none at first floor level. One is a very small window, two are secondary windows serving a lounge to the rear and one is a secondary window serving a front reception room, which is already served by a very large window on the front elevation. Although there may be some loss of light to these windows they are side facing windows which already have their outlook limited by the existing building are not considered to be primary windows to habitable rooms. A conservatory is present at the rear of no.41, the proposal would not break a horizontal 45 degree line when the line is drawn from the rear of the conservatory.
- 8.20 It is considered that given the separation distances and the angles that there would not be a significant impact on this dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

Dwellings to the rear at 29 and 39 Kingswood Lane

- 8.21 It is considered that given the separation distances that there would not be a significant impact on these dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

General

- 8.22 As regards noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful.

The effect of the proposal upon the amenities of future occupiers

- 8.23 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area.
- 8.24 Although two of the bedrooms of unit 8 would only have velux windows for outlook, it is recognised that these are secondary bedrooms therefore would not be as intensely used as the living room and primary bedroom of the unit. All

the units would have access to private and communal amenity space which meets the required standard.

The side facing windows of unit 2 will be high level secondary windows in order to prevent a loss of privacy from people using the side access path.

- 8.26 The local plan also requires all flatted development to provide new child play space as well as the amenity space to be provided. In terms of the child play space, this can be secured through use of planning conditions.
- 8.27 In terms of accessibility, a lift has been provided, therefore all units will be accessible. All units can meet M4(2) standard and one two-bedroom unit meets M4(3), in compliance with policy.
- 8.28 Overall the development is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, including the provision of communal amenity space and child play space, and thus accords with relevant policy.

Traffic and highway safety implications

- 8.29 The Public Transport Accessibility Level (PTAL) rating is 1a which indicates poor accessibility to public transport. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that properties with this accessibility should have up to 1.5 spaces per unit. In line with the London Plan, the proposed development could therefore provide up to a maximum of 13.5 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.30 It is considered that the proposal would generate a need for 11 parking spaces; 1.5 for the family units and 1 for the others. There is proposed car parking provision of 9 spaces on site and it is expected that there would be an overspill of 2 vehicles on to the highway. This is considered acceptable given the relatively low parking stress of Kingswood Lane. When taking into account the site constraints, the need to provide high quality multi-functional spaces whilst ensuring the best use of land it is considered that 9 spaces would be the maximum quantum that this site could provide.
- 8.31 There are a number of representations that refer to the parking provision, on-street parking and highway safety at the site. In respect to highway safety, the scheme provides 9 off-street parking spaces including 1 disabled space and these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions.

- 8.32 A financial contribution of £13,500 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions or membership of car club for the units for 3 years. This is required because of the increased traffic generated from the increased number of units.
- 8.33 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 18 spaces) as these are located in a secure and covered cycle store within the rear communal amenity space. Vertical cycle parking would not be appropriate. This can be secured by way of a condition.
- 8.34 The refuse arrangements would be acceptable and for a nine units scheme would require 1 x 1100ltr landfill receptacle; 1 x 1280ltr for dry recycling and 1 x 140ltr food recycling, which has been accommodated within the building. It can be secured by condition.
- 8.35 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Trees and Ecology

- 8.36 The site contains some established trees and shrubs. There are no protected trees within the site. Three category C trees and a section of Leylandii hedge will be removed, these are relatively small trees (maximum height 6m) and are considered to have a low amenity value. Their removal shall not have a significant impact on the visual amenity of the locality. The site provides an opportunity to plant a number of new trees as part of a landscape scheme. A landscaping and planting plan can be conditioned.
- 8.37 No building foundations are proposed within the Root Protection Area of any retained tree. Consequently no restrictions on foundation design or implementation are considered necessary from an arboricultural perspective.
- 8.38 It is proposed to extend and modify the existing timber shed building at the rear of the site to create a bike store. A very small portion of the RPA of G10 shall be affected by the extension of the existing shed foundation. So long as hand tools are used for the excavation and the excavation does not exceed or the depth of the existing adjacent shed foundation, the impact upon G10 shall be very minor. The Impact Assessment Plan indicates where it is proposed to install a new hard surface over a small portion of the theoretical Root Protection Area of T3. It is proposed to create a new pedestrian footpath within the rear garden which leads to the cycle store. Only fairly small portions of the Root Protection Areas of G5, T8 and T9 and the impact is considered to be minor. In order to minimise the potential impact upon these trees, it is proposed to excavate the foundations within the Root Protection Areas of these three trees using hand tools.

8.38 The works should be undertaken in accordance with the tree protection plan; Arboricultural Report and Impact Assessment recommendations and this has been conditioned.



Fig 7: Extract from submitted soft landscaping scheme (Indicative only)

8.39 A Preliminary Ecological Appraisal and Bat Survey Report relating to the likely impacts of development on designated sites, protected species and priority species & habitats has been submitted with the application which has been assessed by the Council's ecology consultant.

8.40 The ecology consultant is satisfied that there is sufficient ecological information available for determination. The likely impacts on protected and priority species & habitats can be made acceptable with appropriate mitigation measures secured.

8.41 The mitigation measures identified in the Preliminary Ecological Appraisal and Bat Survey Report should be secured and implemented in full. This is necessary to conserve and enhance protected and Priority Species. As concluded in the Bat Survey Report, as the site supports a single common pipistrelle transitional roost, this will involve the provision of a European Protected Species (EPS) licence or registration of the site under a Bat Mitigation class licence.

It is noted that the dwelling onsite was originally characterised as supporting "Moderate" suitability for bats and only two bat emergence surveys have been undertaken. A third survey re-entry survey should be undertaken in line with the BCT Good Practise Guidelines to inform the licence application. However, in line with Natural England licensing Policy 4, this can be carried out post determination. This relates to appropriate and relevant surveys where the ecological impacts of development can be confidently predicted with sufficient certainty. A condition has been added.

8.42 A Biodiversity enhancement strategy is also required as a pre-commencement condition to enhance protected and priority species/habitats. This has been conditioned.

- 8.43 The Council has certainty of the likely impacts on protected species and sites. Through the imposition of planning conditions and work undertaken to date, the local planning authority has operated in accordance with its statutory duties relating to biodiversity and national and local policy requirements.

Sustainability Issues

- 8.44 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

Other Matters

- 8.45 The site is not located in any designated flood risk area. The applicants have submitted a Surface Water and SuDS Assessment which is based on a desktop study of underlying ground conditions. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area will incorporate permeable paving which will provide capacity for surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.
- 8.46 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst the details submitted to date might well be acceptable, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.
- 8.47 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for nine units and as such is under the threshold where the provision for affordable homes would be required.
- 8.48 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions/planning balance

- 8.49 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.

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