

1.0 APPLICATION DETAILS

Ref: 21/01912/FUL
 Location: 25-27 Roke Road, Kenley, CR8 5DZ
 Ward: Kenley
 Description: Demolition of two existing detached bungalows and replacement with 6 x3 storey townhouses and one 1.5 storey detached house with 7 car parking spaces.
 Drawing Nos: PL_001_00 location plan, PL_005_00 topographical survey, PL_050_04 proposed site plan, PL_100_04 proposed ground floor plan, PL_101_04 proposed first floor plan, PL_102_03 proposed second floor plan, PL_103_03 proposed roof plan, PL_200_03 proposed west elevation, PL_201_03 proposed north elevation, PL_202_03 proposed east elevation, PL_203_03 proposed south elevation, PL_204_03 proposed detached dwelling elevations, PL_300_01 proposed cross section, PL_410_01 refuse stores, DAS - dated - 07:21
 Agent: Mr Lewis, Altham Lewis Architects
 Applicant: Novo Homes
 Case Officer: Shanali Counsell

	1 bed	2 beds	3 bed	TOTAL
Existing	0	0	2	1
Proposed (all market housing)	0	1 (2b3p)	6 (3x3b5p)	7

Number of car parking spaces	Number of cycle parking spaces
7	14

1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- Objections above the threshold in the Committee Consideration Criteria
- Kenley and District Residents' Association referral

2.0 RECOMMENDATION

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

- A financial contribution of £14,000 for sustainable transport improvements and enhancements.

2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.

- 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. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports

Pre-commencement conditions

3. Submission of Construction Management Plan and Construction Logistics Plan
4. Materials / details to be submitted
5. Submission of landscaping, details
6. Tree Survey and details of construction method for parking space
7. Submission of SUDS details
8. Construction environmental plan for biodiversity
9. Biodiversity enhancement strategy

Pre-Occupation Conditions

10. Compliance with Arboricultural Assessment and Tree Protection Plan
11. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
12. Installation of EVCPs at 20% active and 80% passive
13. Development in accordance with accessible homes requirements
14. Compliance with Ecological appraisal
15. Compliance with energy and water efficiency requirements
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative (in relation to condition 3)
7. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the demolition of two single family dwellinghouses (bungalows) and the comprehensive redevelopment of both sites to provide 7 properties, 6 of which would be arranged into a three storey, stepped terrace with the 7th, a 1.5 storey, property located to the rear of the site. The proposal would

provide 7, off street, car parking spaces to the front of the site, 14 cycle parking spaces with associated landscaping. Each property would have private amenity to the rear. The site would be accessed via Roke Road.



Site and Surroundings

- 3.2 The pre-application site comprises 2 plots on the eastern side of Roke Road, approximately 0.14ha in size. Each plot is occupied by a bungalow with a substantial rear garden and generous defensible space to the front of site with a staggered building line. Each property has off street parking and a dropped kerb. The surrounding area is predominately residential, suburban with a verdant character. Roke Road has an incline going from north to south with only one pavement on the western side of the road. Both sites are not subject to any designations, however are within a PTAL rating of 2 and are within The Kenley Transport Study Area. The sites are not within a CPZ.



Aerial view of site

Planning History

3.3 Site history is set out below.

Reference	Description	Decision	Date
20/05060/PRE	Demolition of existing pair of detached bungalows and replacement with 21 apartments with 19 car parking spaces	N/A	16.02.2021
21/00532/PRE	Demolition of existing pair of detached bungalows; erection of seven dwellinghouses and provision of associated car parking.	N/A	31.03.2021

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.
- The proposal provides good quality accommodation for future residents.
- The design and appearance of the development would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the street scene.
- The living conditions of adjoining occupiers would be protected from undue harm.

- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.

5.0 CONSULTATIONS

5.1 The views of the planning service are set out below in material considerations

PLACE SERVICES (Council's ecological advisor)

5.2 Originally objected to the proposal but on receipt of further information confirmed no objection subject to conditions [Officer Comment: the conditions are recommended be attached to the planning permission]

6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 19 letters of notification to neighbouring properties. The number of representations received in response to the consultation are as follows.

6.2 No of individual responses: 110; Objecting: 104; Supporting: 6

6.3 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>Character and design</i>	
Overdevelopment of the site	Addressed in paragraphs 8.7-8.17
Building is overbearing, too tall, out of character / not in keeping with the area/loss of garden/ internal layout	
<i>Neighbouring amenity impacts</i>	
Overlooking and privacy concerns	Addressed in paragraphs 8.25-8.30
Impact on daylight/sunlight/loss of light to gardens	
Noise	
<i>Parking</i>	
Insufficient parking will lead to overspill parking on Roke Road	Addressed in paragraphs 8.38-8.45
Insufficient turning space on the site so vehicles will have to reverse onto the which is dangerous	
<i>Other</i>	
Safety to children going to and from school on foot.	Addressed in paragraph 8.43

No improvement to supporting infrastructure or public transport is proposed	A CIL contribution will be provided.
Flats not welcome	The proposed development is for 7 single family dwelling houses
Increased fire risk	Addressed in paragraph 8.52-8.55
Surface water flooding	Addressed in paragraph 8.48-8.50
Impact on wildlife/biodiversity	Addressed in Paragraph 8.37
Impact on trees	Addressed in Paragraph 8.31-8.35

Kenley & District Residents' Association (KENDRA)

Following consultation KENDRA objected on the following grounds and referred the application to Planning Committee:

- Size and Character: plot width small with dominant massing and size of 3 storey buildings. (Paragraph 8.7-8.17)
- Rear dwelling: small long access route, access to emergency services, proximity to terrace. (Paragraph 8.16-8.17 and 8.52-8.55)
- Parking: not enough parking in PTAL 2, inadequate manoeuvring, visibility splays, dangerous, no EV's, no disabled parking bays. (Paragraph 8.38-8.45)
- Soakaways not viable. (Paragraph 8.48-8.50)
- Refuse storage not adequate. (Paragraph 8.47)
- Trees: impact on identified trees and RPA incursion. (Paragraph 8.31-8.35)

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 London Plan (2021), 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) (2021). 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 planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design

- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- 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
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

- 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
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019)
- Section 106 Planning Obligations in Croydon and their relationship to the Community Infrastructure Levy (2019)
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Design and impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Trees and landscaping
- Access, parking and highways impacts
- Flood risk and energy efficiency
- Fire safety

Principle of Development

- 8.2 The existing use of the site is residential (C3) and as such the principle of redeveloping the site for residential purposes is acceptable. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H2 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site is acceptable.
- 8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough. The proposed scheme would provide 3b homes and so these policy requirements are met.
- 8.4 The Croydon Local Plan has identified that some existing residential areas have the capacity to accommodate growth without significant change to its character. Several approaches have been outlined within the Suburban design Guide SPD (SDG). The proposal takes a 'Regeneration' approach by encompassing a holistic approach across two sites. This would see the replacement of single family dwelling housings with a terraced development that would increase the existing density, massing and footprint.
- 8.5 This approach optimises the development potential across the sites, allows for better layout and appreciation of the site context and allows for a considered response. Therefore, the principle of development in terms of *land use* is acceptable and would be support in policy terms.
- 8.6 The proposed scheme on the site for 7 units would not trigger affordable housing contributions in line with policy SP2 or London Plan policy H4 or H5.

Design and impact on the character of the area

Height, scale, massing

- 8.7 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities. Proposals should seek to achieve a minimum height of 3 storeys, should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area.
- 8.8 The SDG states that new developments may be 3 storeys with an additional storey contained within the roof space (as illustrated below). The application proposes 6x 3 storey terraced houses to the front of the site with a staggered building line, to respond to the established rhythm of the street and to break up the mass of the development along with a single family dwellinghouse to the rear of the site. The height, scale and massing are considered appropriate as the built form does not appear overly dominant, nor does the proposal have an excessively large foot print. Considering that the aim of the proposed scheme and the SDG is to intensify the site, it is reasonable to expect that the typology would change to introduce new elements as a considered evolution of the suburbs.
- 8.9 Concerns have been raised about the replacement of bungalows with three storey buildings and the proximity to other neighbouring bungalows on Oaks Way. No. 25 and No. 27 Roke Road are seen as one development site for the purposes of this application and so its immediate neighbour would be a two storey, detached dwelling. It is therefore considered that an additional storey on the application site would not appear overly dominant and would align with the guidance within the Suburban Design Guide (as seen below).
- 8.10 Oaks Way has a predominance of bungalows, on the southwestern side of the road, of which 5 such properties are directly adjoining the application site (numbers 11-19). When assessing the acceptability of the proposed scheme this was taken into consideration. The separation distances range from approximately 24m-35m from the rear of the properties on Oaks Road to the proposed development, which is in accordance with, and excess of, guidance. It is considered that the height would not appear excessively dominant nor overbearing from these distances. Furthermore, providing homes of a different types (ie a terrace of smaller family homes) adds to the variety of the housing stock in the area, promoting a mixed and balanced community.
- 8.11 Given that the proposed property to the rear would only be 1.5 storeys in height and would be approximately 24m away from the adjoining site on Oaks Way, the impact on this neighbour would be minimal.

8.12 Roke Road has a staggered building line, which the proposal is in line with and so would not have undue prominence and follows the predominant location of built form in the area. As such, it's impact on the streetscene is acceptable.



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.

Extract from Suburban Design Guide SPD (surrounding buildings 2 storey detached)



Proposed streetscene elevation – Roke Road

Detailed design

8.13 The architectural expression follows a “contemporary reinterpretation” approach to character (SPD2 2.8), which is acceptable. The proposed terrace would appear taller and more slender than the existing property and the adjacent properties. Although the introduction of this type of terrace is a new typology along Roke Road, the detailed design aims to tie key elements of the existing architectural aesthetic to the scheme to enable the buildings to meld into its surroundings successfully.

8.14 The front elevation has a distinct red brick base and integrated entrance canopy, brick string course with lighter tone brick to the upper floors leading up to a gable roof. The window detailing is purposefully different on each of the buildings to add interest and identity to the 6 properties to the front of the site.

8.15 The proposal to the rear takes on a more subdued design approach to read as a backland development and to reduce its impact on the proposed and surrounding properties. The roof would be asymmetric to minimise its bulk but to also allow for roof accommodation. The base of the property is entirely in red brick to echo the brick base of the row of terraces to the front, along with picking up key details such as the entrance canopy and large ground floor window openings. This approach is considered acceptable.

8.16 It is considered that the proposal is of high quality design which is considered to respect and enhance the character of the area and contribute positively to the streetscene.

Quality of Accommodation

8.17 London Plan Policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units comply with the minimum space standards and internal layouts provide hallways and adequate storage space.

8.18 Given the site constraints the terrace follows a deep plan layout, therefore the floorplans are relatively narrow however the layout had been arranged so that the circulation areas are within the middle of the buildings to allow maximum access to light from the east and west of the site into habitable rooms. Each property would be dual aspect, which will improve cross ventilation, greater flexibility in the use of rooms and be better equipped for future adaptability.

8.19 The properties are arranged so that the kitchen/dining and study are at groundfloor level with the main living area on the first floor along with a bedroom and two further bedrooms on the second floor. Whilst this is uncommon to have a living area on the first floor, it is not unacceptable to have this type of arrangement.

8.20 The rear unit is located at a sufficient distance from the properties to the front and there would be no overlooking which would be so detrimental to privacy as to warrant refusal. There are no upper floor windows which face towards the main properties and the ground floor windows can be adequately screened with boundary treatment. It is acknowledged that whilst rooflights alone are not ideal for bedroom accommodation, given that it was advised that the rear property should be subservient as possible this compromise, in this instance, is acceptable. The unit has acceptable outlook, amenity space and internal floorspace of 81sqm.

8.21 Policy DM10.4 of the Local Plan requires provision of high quality private amenity space at a minimum of 5sqm per 1-2 person unit and an extra 1sqm per extra occupant thereafter. The properties all have expansive rear gardens that are characteristic to the area and provide over and above the required private amenity for each property. The front of the properties will be landscaped and will house the refuse area for each property. Given the generous set back from the street the refuse will not be readily visible from the street scene.

8.22 The proposed houses are wheelchair *adaptable* (by meeting standard M4(2)) and one unit meets M4(3) standard; House 4. Policy D7 requires that at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. In this case it would be 1 house (0.7 rounded up to 1). Planning Practice Guidance states that Local Plan policies for wheelchair accessible homes should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling,

otherwise M4(3) dwellings should be wheelchair adaptable. In this case, the dwellings will be market housing. There would be step free access to all three properties and so would fulfil the requirements of Policy D7 of the London Plan.

- 8.23 The proposal would provide good quality accommodation for future occupiers in accordance with Local Plan Policies SP2 and DM10 and London Plan policies D6, D7 and D12.

Impacts on neighbouring residential amenity

- 8.24 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.
- 8.25 Representations have been made by the neighbours from adjoining and surrounding properties, with regard to impact on overlooking, impact on light an appearing overbearing. Officers have assessed the impact on directly affected neighbours on Oaks Way, Roke Road and Park Road. As stated above there is generous separation distance between all the properties on Oaks Way and Park Road for Officers to be satisfied that there will not be any direct overlooking issues and a material impact on privacy on these neighbouring occupiers.
- 8.26 The proposed development would have one first floor, side elevation window facing the northern and southern boundaries with the adjacent neighbours. The windows would serve circulation areas and would be obscurely glazed, as annotated on the plans. Given this, it is not considered that there would be any material impact on overlooking into the adjoining sites, nor would these windows prejudice the development potential of either neighbouring site
- 8.27 The proposed development would project approximately 6000mm beyond the front elevation of No. 29 Roke Road with a separation of approximately 5400mm. It is considered that the depth coupled with the separation distance would not result in a development that would appear overly dominant or unneighbourly from the side elevation. The development does not breach the 45 degree line.
- 8.28 The rear elevation windows would offer oblique views into the neighbouring gardens, which is not uncommon of suburban locations, it not anticipated that the views offered from the first and second floor level would have a detrimental impact to neighbouring privacy, coupled with a separation of over 40m from No. 24 Park Road and over 70m from No.22 Park Road this relationship is acceptable.
- 8.29 Given the scale of development, the noise from residential occupiers would not be out of the ordinary in this residential location so is not a cause for concern. Overall it is considered that the proposal complies with the requirements of Policy DM10.6 of the Local Plan.



Neighbouring property to the south

Trees and landscaping

8.30 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. An Arboricultural report has been submitted to assess impacts on trees on and adjacent to the site.

- 8.31 The property frontages are generally level with driveways and an area of lawn and flower beds. No. 27 is bound by trees on the southern side whilst No.25 is bound by evergreen and deciduous trees to the rear. Both rear gardens are largely laid to lawn with occasional beds and a mix of shrubs and small garden trees.
- 8.32 To facilitate the development 5 category C trees of low quality are proposed to be removed. More significantly there are potential impacts on RPA's of 7 individual trees and 1 group of trees, notably T10, T21 and T22. Furthermore there are TPO's on T22 and T23 located to the front of No. 29 Roke Road.
- 8.33 T10; Common Lime, will have a potential impact of around 10% incursion to its root protection area (RPA). Following consultation it was recommended that traditional forms of foundation methods were not supported given this incursion. Therefore if approved alternative methods of engineering will be required such as screw piles/floating floor to minimise the impact on the rooting system. This would allow the construction method to be more sympathetic to the root system of T10. A pre-commencement condition would be required in order to ensure the protection of this large specimen.
- 8.34 One of the parking spaces at the front would have some impact on the RPA of T22 (Copper Beech) during excavation. A condition is recommended to secure the detailed design and construction methods of this space to minimise impact.
- 8.35 Further details on landscaping and tree protection will be required by condition for the proposal to be considered to comply with Local Plan policy DM10.8.

Ecology

- 8.36 Updated documents were received with regard to biodiversity mitigation and enhancement measures. Following consultation no objections were received however conditions have been recommended. The information within the Preliminary Ecological Appraisal (Arbtech, October 2021) is supported in terms of the mitigation measures that have been proposed for reptiles, amphibian, birds (including owls) and hedgehogs. The documents go further to ensure connectivity for hedgehogs, provision of bird box and bat boxes, the creation of log/brush piles for reptiles and a wildlife friendly planting scheme.

Access, Parking and Highway Safety

- 8.37 The site has a Public Transport Accessibility Level (PTAL) of 2 which indicates poor access to public transport. The road itself is quite narrow however there is a footway on the western side of the road that connects with Oaks Road and Oaks Way to the north and Foxley Road to the south. The road has a speed limit of 20mph. The site is approximately 100m away from bus stops to the north and Kenley Railway Station is approximately 550m to the east of the site. The London Plan requires *up to* 1 space per dwelling for outer London location with a PTAL of 2 with properties with 3+ bedrooms.

Access arrangements and car parking

- 8.38 The existing and proposed access to the site would be from Roke Road. Three new vehicular crossovers are proposed to facilitate 7 car parking spaces, each measuring 2.4 metres by 4.8 meters wide, swept path assessments have been undertaken using 5m long cars. Concerns were raised that disabled parking spaces were not provided. Updated plans show that one space can be provided; PL_100 REV 04.
- 8.39 The maximum requirement within the London Plan for a PTAL 2 area would be 1 space per dwelling and so, the proposed provision meets policy requirements. Representation raised concerned over inadequate provision of parking spaces for 7 family dwellings, however as stated, the proposal meets the London Plan requirements. Furthermore as a response to climate change and sustainable development, new developments should not provide excessive car parking for single family use, especially given that there is public transport provision. Kenley Railway Station is approximately 550 metres east of the site and there bus stops approximately 100m away on oaks Road.
- 8.40 The applicant does not require planning permission to introduce a new crossover on to an unclassified road. In general terms having three parking spaces in a row can give rise to concerns over pedestrian visibility, however given that the pavement is on the opposite side of the road and low vehicle speeds, this is considered acceptable. Given the constraints of the site the parking arrangements are acceptable in this instance.
- 8.41 A condition will be attached to ensure 20% active vehicle charging points would be provided in line with policy DM30 and Policy T6.1 of the London Plan. The appropriate pedestrian and vehicular sightlines are shown on the site plan.
- 8.42 Concerns have been raised regarding pedestrian safety, with particular concern for children walking to and from school. The existing pavement along Roke Road is on the opposite (western) side of the road, therefore Officers envisage that children would have been and would continue to use this side of the road to walk to and from school, coupled with the 20mph speed limit it is considered that pedestrian safety would not be compromised.
- 8.43 The car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.
- 8.44 A Construction Logistics Plan has been submitted however the information that has been submitted is incomplete and so a condition will be recommended.

Cycle parking

- 8.45 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 14 cycle parking spaces for residents and given the scale of development, there is no requirement for visitor parking. Cycle parking has been

located to the rear of the property, whilst this is not ideal, given that the application is for single family dwelling houses, this arrangement is acceptable.

Refuse / Recycling Facilities

- 8.46 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin store is located to the front of the development and is of an appropriate size to accommodate the required bins and in an appropriate location for collection by operatives. The location of bulky waste storage has not been provided however this can be included within a landscape plan and will be conditioned.

SuDS, Flood Risk and Energy Efficiency

- 8.47 The site is within flood zone 1 and is at very low risk of surface water flooding. A Surface Water Drainage Strategy has been submitted in accordance with Local Plan policy DM25 and London Plan policy SI13.
- 8.48 All surface water arising from roofed areas would be controlled by direct infiltration through soakaways. Water butts will reduce potable water demand and provide additional SuDS on site. All area of hardstanding on the site will be constructed using permeable paving. Exceedance flows and flows arising from system failure can be accommodated on site within areas of landscaping, soakaway crates and the sub-base hard standing. This will be an improvement to the existing condition.
- 8.49 Final SUDS details will be required by condition.

Energy efficiency

- 8.50 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO₂ reduction beyond the Building Regulations Part L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Fire Safety

- 8.51 London Plan Policy D12 required that development proposals should achieve the highest standards of fire safety at the earliest possible stage: *'In the interest of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of safety'*
- 8.52 The fire safety statement has been prepared with the level of detail that is appropriate and reasonable to the scale of development. The statement indicates that fire appliances can be located to the front of the property on Roke Road, further to this the properties benefit from extensive rear gardens and to the front that would offer easily accessible refuge for occupiers.

- 8.53 The buildings have been designed in such a way to minimise the spread of fire as outlined in points a)-d) in the Fire Strategy Statement. The rear building would be 27m from Roke Road, this is within the 45m distance that fire service vehicles should be able to access a property and so would be acceptable.
- 8.54 The proposed development will ensure that there will be viable access for firefighting equipment appropriate for the size of development. It is considered that the statement that has been submitted is sufficient to fulfil the requirements of D12.

Conclusion

- 8.55 The proposed redevelopment of No. 25-27 Roke Road to provide 7 x family houses has been considered accepted in principle, height, scale and massing. It is considered that the scale of development is befitting of a considered approach to intensification in a suburban location.
- 8.56 The development have been designed in such a way as to mitigate, insofar as possible, the impact of the development on neighbouring properties. It is acknowledged that with any new development a level of impact will occur to existing properties however as the proposed development does not breach 45 degree lines, is staggered and is stepped away from the boundary by 1000mm on either common boundary it is considered that the proposal has made the necessary intervention to protect neighbour amenity.
- 8.57 Further information would be required with regard to tree protection measures, however this can be ensured by way of condition. All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.

Other matters

- 8.58 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 8.59 All other planning considerations including equalities have been taken into account.