

## PART 6: Planning Applications for Decision

## Item 6.1

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**1 APPLICATION DETAILS**

**Ref:** 22/04130/FUL  
**Location:** 34A, 34B And Rear Of 34 Arkwright Road, CR2 0LL  
**Ward:** Sanderstead  
**Description:** Demolition of existing dwellinghouses at 34a and 34b Arkwright Road and the construction of 9 dwellinghouses 3-4 storeys in height together with associated parking, access and landscaping  
**Applicant:** Mr Martyn Avery  
**Case Officer:** Mr Hoa Vong

**Drawing Nos:**Plans

PL 22-640 – 02 Rev B; PL 22-640 – 17 Rev A; PL 22-640 – 16 Rev A; DR 22-640 – 19 Rev A; DR 22-640 – 18 Rev A; pl 20-540- 01 Rev B; PL 22-640 – 42 Rev A; 1809018-TK19; 1808018-TK17 Rev B; PL 22-640-03- REV E; PL 22-640-04- REV E; PL 22-640-05- REV D; PL 22-640-06- REV D; PL 22-640-07- REV D; PL 22-640-08- REV F; PL 22-640-09- REV E; PL 22-640-10- REV B; PL 22-640-11- REV B; PL 22-640-12- REV B; PL 22-640-13- REV B; PL 22-640-14- REV B; PL 22-640-15- REV B; PL 22-640-20- REV E; PL 22-640-22- REV E; PL 22-640-23- REV E; PL 22-640-35- REV E; PL 22-640-36-REV C; PL 22-640-37-REV B; PL22-640-38-REV B ; PL22-640-39-REV B; PL22-640-40-REV B; PL22-640-41-REV B; PL22-640-43; AKJH.22-015-1 and PL 22-640 – 21 Rev B.

Documents

Planning, Design and Access Statement (February 2023 Addo); Arboricultural Impact Assessment and Method Statement Rev E (September 2022 Canopy Consultancy); Highways Technical Note (4 October 2022 Motion); Surface Water Drainage Technical Note (4 October 2022 Mayer Brown); Tree Protection Plan (12 September 2022 Canopy Consultancy); Updated Ecological Impact Assessment (11 August 2022 Darwin Ecology); Biodiversity Net Gain Assessment (October 2022 Darwin Ecology); Energy Statement (September 2022 Bryenergy Services); Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment (28 July 2019 Arbeco); Fire Strategy (April 2023) and Badger Report (13 January 2021 Greenspace Ecological Solutions).

<b>Housing Mix</b>					
<b>Size (bedrooms)</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4+</b>	<b>TOTAL</b>
<b>Existing (market)</b>	-	-	2	-	2
<b>Proposed (market)</b>	-	-	-	7	9
<b>TOTAL</b>	-	-	-	7	9

<b>Vehicle and Cycle Parking (London Plan Standards)</b>	
<b>PTAL: 1a</b>	
<b>Car Parking maximum standard</b>	<b>Proposed</b>
13.5	13
<b>Long Stay Cycle Storage minimum</b>	<b>Proposed</b>
18	18
<b>Short Stay Cycle Storage minimum</b>	<b>Proposed</b>
2	2

1.1 This application is being reported to committee because:

- Councillor Helen Redfern made representations in accordance with the Committee Consideration Criteria and requested committee consideration.
- Objections above the threshold in the Committee Consideration Criteria have been received.

## **2 RECOMMENDATION**

2.1 That the Committee resolve to GRANT planning permission

2.2 That the Director of Planning Sustainable Regeneration is delegated authority to issue the planning permission subject to the prior completion of a legal agreement to secure the following planning obligations:

1. Sustainable transport contribution of £13,500
2. S.278 and/or S.38 agreement to secure highways works
3. Carbon offset contributions
4. Air quality contribution
5. Monitoring fee
6. Payment of the Council's reasonable legal costs
7. Any other planning obligation(s) considered necessary by the Director of Planning and Sustainable Regeneration

2.3 That the Director of Planning and Sustainable Regeneration is 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

3. Submission of Construction Logistics Plan
4. Construction Environmental Management Plan for Biodiversity

### Prior to above ground works

5. Submission of materials and design details
6. Landscaping in accordance with plans including specification of mature trees to be planted on the rear boundary, details of retaining wall;
7. Pre-occupation Wildlife sensitive lighting design scheme
8. Development in accordance with accessible homes requirements M4(3) and M4(2)
9. Submission of sustainability details including PV panels and air source heat pumps

### Compliance

10. Obscure glazing on flank windows above ground floor level
11. Compliance with SUDS details
12. Compliance with bin and bike store layout
13. Compliance with Delivery and Servicing Details
14. Compliance with Arboricultural Assessment and Tree Protection Plan
15. Compliance with Ecological Appraisal recommendations
16. Compliance with Fire Statement
17. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
18. Installation of at least 20% EVCPs
19. Water use target of 110l/p/d
20. Noise from mechanical equipment to not exceed background noise
21. Removal of Permitted Development Rights
22. 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
4. Code of practice for Construction Sites
5. Highways informative in relation to s278 and s38 works required
6. Compliance with Building/Fire Regulations
7. Construction Logistics Informative
8. Refuse and cycle storage Informative
10. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.4 That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.
- 2.5 That, if by 3 months from the date of the committee meeting, the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

### 3 PROPOSAL AND LOCATION DETAILS

#### Proposal

- 3.1 Full planning permission is sought for the demolition of the two dwellings on the site and the construction of 9 dwellinghouses, 3 storeys in height together with associated parking, access and landscaping. 13 car parking spaces are proposed along with 18 long stay cycle parking spaces, private amenity space, play space and hard and soft landscaping. The existing access drive leading to the backland site would be upgraded.



*Figure 1 Proposed front elevation of plots 1-7*

- 3.2 During the assessment of the application, amendments to the scheme have been made and these are detailed below:

#### Plots 1-3

- Plots 1-3 design revised and with houses redesigned to relocate projecting bay to the left to increase separation between plots 3 and 4

#### Plots 4-7:

- Lower ground floor level removed, garden topography adjusted to suit
- Houses redesigned to increase separation between plots 3 and 4

#### Site wide

- Plots 1-7 revised and relationship between the two blocks amended to increase considerably the separation between houses 3 and 4 (separation of 10.42m now created to the rear and 2.58m to the front)

- Refuse strategy amended;
- Bicycle parking for plots 1 & 2 added
- Bicycle parking for 3, 4, 5, 6, 7 and 8 amended
- Refuse vehicle turning head and courtyard redesigned
- Bulky waste storage area added
- Bin stores redesigned
- Parking spaces amended, including electric charging and blue badge provision
- Cycle storage amended.

3.3 As a result of these amendments re-consultation has taken place which has included all adjoining neighbours, and respondents to the first round of consultation.

3.4 152 objections have been received in total with 82 objections received during the first round and 70 received during the second round. These objections are summarised in section 5 of this report.

### **Site and Surroundings**

3.5 The application site is a backland site to the south of Rectory Park. The site comprises 2 dwellings (34A and 34B Arkwright road) and part of the rear garden of 34 Arkwright Road (which hosts a flatted block of 7 units). The land to the rear of 34 Arkwright Road is separated from the amenity space of number 34 by a fence and is currently unused. The existing properties on the site are 2 storey brick/render buildings with attached garages. The site is accessed via a vehicular pathway from Arkwright Road.

3.6 The surrounding area is suburban in character, comprising detached dwellings and flatted blocks. There are some trees on the site boundaries, none of which are protected by TPOs. The site has a Public Transport Accessibility Level (PTAL) of 1a.



*Figure 2 Aerial Site Plan*

## Planning Designations and Constraints

3.7 The site is subject to the following formal planning constraints and designations:

- PTAL: 1a
- Flood Risk Zone: 1

## Planning History

3.8 The following planning decisions are relevant to the application:

### Planning Applications at the Site

- 3.9 19/03643/OUT: Demolition of existing dwellings. Erection of a three/four storey building comprising 23 flats (6 x 1 bedroom, 14 x 2 bedroom and 3 x 3-bedroom units). Alterations to existing vehicular access/road and creation of parking area, amenity space, cycle and refuse storage – application withdrawn 06.11.2019
- 3.10 21/01208/FUL: Demolition of 2 dwellings and erection of a 3/4 storey building comprising 19 flats with associated car parking, cycle and refuse storage and landscaping. Alterations to existing vehicular access/road. Permission refused at committee 28.04.2022. Appeal dismissed 03.11.2022 (and costs application refused). The application was refused for the following reason:

1. Harmful effect on the character and appearance of the area

3.11 It is noted that when the appeal inspector made a decision on the appeal, the concerns raised by local residents regarding amenity impacts and housing mix were also considered.

### Pre-application history on the site:

- 3.12 20/00149/PRE: Proposed demolition of existing houses. Erection of block comprising 21 flats with associated access, parking, landscaping

### 34 Arkwright Road

- 3.13 The rear part of the amenity space of number 34 forms part of the application site. The site history at 34 Arkwright Road is set out below. The development itself at number 34 is separate.
- 3.14 18/00749/FUL: Demolition of existing building: erection of a two-storey building with accommodation in roof space comprising 6 two bedroom and 1 three-bedroom flats: formation of associated access and provision of 7 parking spaces, cycle storage and refuse store. – permission granted 28.09.2018
- 3.15 19/04165/CONR: Section 73 application seeking to vary conditions 1 (Approved drawings), 3 (Refuse/Cycles/Boundary/Floor levels etc -(Refuse storage and Cycle storage only), 7 (CO2 Emissions) and 12 (Provision of M4(2) and M4(3) units) attached to 18/00749/FUL For the demolition of existing building: erection of a two storey building with accommodation in roof space comprising 6 two bedroom and 1 three bedroom flats: formation of associated access and provision of 7 parking spaces, cycle storage and refuse store. – permission granted 18.05.2020

## **4 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

4.1 The following sections of this report summarise the officer assessment and the reason for the recommendation.

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area
- The proposal includes a mix of 3 and 4 bedroom family sized homes properties dwellings which would provide a high standard of accommodation
- The design and appearance of the development draws from the surrounding character, design and materiality and would positively contribute to the area
- A high quality landscaping scheme is proposed with in enhancement in biodiversity and tree planting
- The proposed development has been carefully designed and further amended in order to mitigate any unacceptable impact on neighbouring amenity
- The access arrangements have been scrutinised and would not have an unacceptable impact on highway safety.
- 13 car parking spaces would be provided on site, which would not result in a significant impact on parking stress.
- Suitable planning obligations and conditions have been recommended.

## **5 CONSULTATION RESPONSE**

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

### Pollution Control

5.2 No objection subject to conditions as follows:

- The noise level from air handling units, mechanical plant, or other fixed external machinery should not increase the background noise level when measured at the nearest sensitive residential premises
- The 'good' standard for acoustic design criteria under the British Standards Institute BS8233:2014 must be achieved in living rooms and bedrooms
- Adherence to the requirements of Croydon Council's Interim Policy Guidance on Air Quality
- Observe the Council's Code of Practice regarding 'Control of Pollution and Noise from Demolition and Construction Sites'
- Submission of a Construction Environmental Management Plan (to include control of noise and dust from construction and demolition activities) and a construction logistics plan (CLP)
- Submission of a Delivery and Servicing Plan (after review this is no longer required and the submitted details as part of the Highways technical note are considered to be acceptable.)
- Light from the proposed illuminations should not cause a nuisance to local residents
- Inclusion of ultra-low NOx boilers

### Tree officers

5.3 No objection subject to securing tree protection measures and tree plan

### Transport Planning

5.4 Objections initially raised as detailed below which the applicant has now addressed and details of which are considered to be acceptable:

- The number of parking spaces shown are acceptable however, they must be unallocated as per London Plan and visitor parking spaces are not required specifically on site.
- Swept path manoeuvres should be reduced
- Cycle spaces must meet all standards
- House 1 should have a 1.2m wide side footpath and houses 5&6 have steps to the back garden.
- Visitor cycle parking is required on site.
- The enclosures for the refuse/recycling must allow for 2x 240ltr and 1x180ltr bins and a 23ltr food caddy in each store.
- Increase size of collection areas, confirm drag distances and show the location of the parked refuse vehicle
- A 10sq.m bulky goods area is also required on site.
- Blue badge spaces should meet all standards
- How the turning head will be kept clear of parked vehicles will need to be demonstrated
- They propose 15% active EVCP's on site. The requirement is 20% active and 80% passive.

### Ecology

- No objection subject to securing biodiversity mitigation and enhancement measures

## **6 LOCAL REPRESENTATION**

### First Round of Consultation

6.1 A total of 33 neighbouring properties were notified about the application and invited to comment. The application has been publicised by way of a site notice displayed in the vicinity of the application site. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 82      Objecting: 82      Supporting: 0

No of petitions received: 0

6.2 The following local groups/societies made representations which are summarised below:



### Sanderstead Residents Association (objection)

- No objection in principle to this land being redeveloped to provide more houses, we feel that this proposal is an overdevelopment of the plot and fewer houses should be planned for this site.
- We note that the car parking provision is below standard provision as it does not provide 1.5 spaces per 3 bed property. As the access to this site is up a narrow access road, there is nowhere for overspill parking.
- Indeed the access road exits onto a narrow section of Arkwright Road which means there is no parking facility there either. This is also in a low PTAL rating area.
- We note that a recent application for housing in the rear of 38-40 Arkwright Road, which would have abutted this proposed development, was refused on the grounds of being an overdevelopment.
- The land to the rear of 34 Arkwright Road was specified to be maintained for a wildlife habitat when the application to build flats at 34 Arkwright Road was granted. This should not be built on or disturbed.

6.3 The following Councillor and MP made representations which are summarised below:

### Councillor Helen Redfern [objecting]

- Overdevelopment on the grounds of height, layout, scale and massing
- Overlooking
- Trees could be removed
- Small gaps between dwellings increases massing
- Height exacerbated by land levels
- Insufficient access for lorries, refuse and fire service. Roundabout could potentially be blocked
- Further control over construction impacts
- Plans should be clear when presented to committee

### Chris Philip MP [objecting]

- The proposal for the demolition of the current 2 detached family homes and construction of 9 new houses would be an overdevelopment of this site due to its design, height, scale, size, depth, density, footprint, bulk and massing
- The development would result in significant harm to the character and appearance of the area. In that regard, it would conflict with the design and local character requirements in Policies D3 (Optimising site capacity through the design-led approach) and D4 (Delivering good design) of the London Plan (2021) (LP 2021),
- Policies SP4 (Urban Design and Local Character) and DM10 (Design and character) of the CLP and the Framework.
- The proposal would fail to integrate successfully within the immediate surroundings and would be detrimental to the verdant back land character of the local area
- The proposal fails to respect the local development pattern, layout and siting;

neighbouring properties are generously spaced and respect the trees and green character of the area

- The density would be considerably out of character
- There would be a detrimental impact on the amenities of adjoining occupiers at numbers 78 and 80 Ridge Langley, due to massing and height as well as overlooking and loss of privacy
- Inadequate parking provision for residents and visitors and no dedicated disabled parking
- Concreting over of natural habitat rich back garden space, detrimental impact on biodiversity with the loss of so much natural vegetation
- Overall, this application would fail to meet the Mayor of Croydon's commitments that development should be design-led and not density-led and that proposals should respect local character.

### Second Round of Consultation

- 6.4 A total of 33 neighbouring properties were notified about the application and invited to comment, together with all respondents from the first round of consultation. The application was publicised by way of a site notice again which was displayed in the vicinity of the application site. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows

No of individual responses: 71      Objecting: 71      Supporting: 0

No of petitions received: 0

- 6.5 The following local groups/societies made representations which are summarised below:

#### Sanderstead Residents Association (objection):

- We believe that the amended drawings are an improvement, in particular the removal of the lower ground floor storeys which will reduce the perceived massing.
- The distances to neighbouring properties are reasonable now. We acknowledge that there is a demand for houses in the area and that this is a plot suitable for redevelopment, however we still have some issues with the proposed development.
- The car parking provision is below the standard of 1.5 spaces per three bedroom house - the spaces provided should be 14, this is based on 9 houses x 1.5=13.5 extrapolated upwards. Only 13 are currently provided.
- The pedestrian access route should be a minimum of 1.2m wide, not the 1.0m as quoted.
- Plots 1 to 7 do not meet Building Regulation Part M4(2) standards. A three storey property must have a shower room/wc at the ground level, and this is not provided. *(Officer Note: This is not required to achieve M4(2) compliance, and as part of further information submitted at condition stage (condition 8) the applicant would need to demonstrate that a level access shower on the upper floors can be provided as opposed to the provision of a shower at ground floor from the construction.)*

- The site has a PTAL rating of 1A which means that any incremental densification sites should be within 800m of a local centre or train station. This site is 1.5km away from Sanderstead rail station and therefore outside the criteria.
- We have concerns that the inevitable extra vehicles at the site will either park on the access road making it dangerous for pedestrians and/or restrict access for refuse/delivery/emergency vehicles. This access road also exits onto a single track roadway which will exacerbate the problem.
- The majority of our concerns above could be addressed by reducing the number of houses on the site.

6.6 The following Councillor made representations which are summarised below.

Councillor Helen Redfern (objection)

- The swept path analysis demonstrates that it is not possible for a larger vehicle to exit the site by travelling around the traffic island in the correct direction. Therefore, a refuse lorry will exit in the contra direction to oncoming traffic. This cannot be permitted.
- I would note that there remains a negative impact on the properties that lie to the rear on Ridge Langley. The application seems to incorrectly measure the distances between the development and these neighbours and ignores the more recent increase in land levels. It does not look like the application acknowledges that there is a habitable room in the extension to 80 Ridge Langley.

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

Objection	Officer comment
<p>Character and design</p> <p>Overdevelopment            Not in keeping with area            No other terraced house in area            No other 4 storey houses in area            Dominating position on hillside/ elevated site            Harmful to suburban character            Bulk and mass not in keeping            Footprint and layout not in keeping            Excessive hardstanding            Lack of landscaping details</p>	<p>The proposed height (2 storeys with rooms in the roofspace) is in keeping with the height and massing of the surrounding dwellings. A design led approach has been taken which reflects the character, layout, footprint and suburban character of the area</p> <p>The proposed materials and landscaping would be high quality and full details would be secured by condition</p>

	Matters related to design are assessed fully in the below report
<b>Neighbouring amenity</b>	
Overlooking Noise Loss of light Bike and bin storage location not safe or well designed Trees can be pruned impacting amenity Overbearing	The proposed development would not have an unacceptable impact on neighbouring amenity and measures have been taken to mitigate any negative impacts. Bike and bin stores do not propose a safety risk  Matters related to residential amenity are assessed fully in the below report
<b>Quality of accommodation</b>	
No retaining wall for basement Dwellings not M4(2) Wheelchair compliant	The basement level has been removed and the applicant has demonstrated that accessibility criteria can be met  Full details to show compliance with Part M Accessible and Adaptable dwellings would be secured by condition
<b>Transport and Highways impacts</b>	
Damage during construction to roads and drainage Impact of parking on local roads Parking areas may be enlarged No disabled parking Harm to pedestrian and other road users Lack of manoeuvring space for vehicles Not enough parking Not enough information related to highways works and servicing No Construction Logistics Plan Increased traffic	Access arrangements have been agreed with highways officers including works to the roundabout/ island on Arkwright Road and access leading to the site to ensure safety  There is sufficient parking and manoeuvring on site in line with policy requirements which would prevent significant impact on local parking  A Construction Logistics Plan would be secured by condition to minimise construction impacts to highways and residential amenity  Matters related to highways, parking and construction are assessed fully in the below report

Tress and ecology	
<p>Destroys habitats  Negative impact on wildlife (bats and badgers)  Negative impact on environment  Impact on trees  Loss of green space  Loss of 'Environmental Area' land</p>	<p>All species on site would be protected and measures taken to mitigate any negative impacts. There would also be an increase in tree planting. Overall there would be a net biodiversity gain.</p> <p>The site does not have any environmental designations and is not 'Environmental Area' land</p> <p>Matters related to Trees and ecology are assessed fully in the below report</p>
Sustainability	
<p>Pressure on environmental sustainability  Negative impact on environment  Risk of flooding  Solar panels not shown on plans  Pollution impacts</p>	<p>The proposal would achieve a 57% reduction in CO2 emissions which exceeds the 35% minimum requirement. Full details of sustainable measures would be secured by condition.</p> <p>Appropriate measures have also been taken to mitigate flooding</p> <p>Matters related to Sustainability, pollution and flooding are assessed fully in the below report</p>
Other	
<p>Issues from Inspectors report have not been addressed fully  Impact on infrastructure  Plans do not accurately show separation distances  Development should be considered on its own merits not with previous refusal</p>	<p>The scheme as discussed in the below report has been assessed in accordance with the development plan and all relevant guidance and policies</p> <p>The plans meet planning requirements</p> <p>A scheme of this size would also not have a significant impact on infrastructure</p>

6.8 The following issues were also raised in representations which are not material to the planning application:

- Over development is used to maximise profits
- Devalue nearby properties
- No confidence in planners to assess plans
- Abuse of delegated powers
- Too many conditions

## **7 RELEVANT PLANNING POLICIES AND GUIDANCE**

### **Development Plan**

7.1 The Council's adopted Development Plan consists of the London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2022). Although not an exhaustive list, the policies which are most relevant to the 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

7.2 The Development Plan should be read as a whole, and where policies conflict with each other, the conflict must be resolved in favour of the policy contained in the last document to be adopted, approved or published as part of the development plan, (in accordance with s38(5) of the Planning and Compulsory Purchase Act 2004).

## **Planning Guidance**

### National Planning Policy Framework (NPPF)

7.3 Government Guidance is contained in the NPPF, updated on 20 July 2021, and accompanied by the online Planning Practice Guidance (PPG). 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:

- Delivering a Sufficient Supply of Homes
- Promoting Sustainable Transport
- Achieving Well Designed Places

### SPDs and SPGs

7.4 There are also several Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG) documents which are material considerations. Although not an exhaustive list, the most relevant to the application are:

- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

### Additional Guidance

The following guidance has not been formally adopted as statutory planning guidance but is material to the assessment of planning applications:

- Section 106 Planning Obligations in Croydon and their relationship to the Community Infrastructure Levy (2019)
- Waste and Recycling in Planning Policy Document (October 2018)
- National Design Guide (2019)

## **8 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development
2. Design and impact on character of the area
3. Quality of residential accommodation
4. Impact on neighbouring residential amenity
5. Trees, landscaping and biodiversity
6. Access, parking and highway impacts
7. Flood risk and energy efficiency
8. Other Planning Issues
9. Conclusions

### **Principle of development**

8.2 The Croydon Local Plan sets out a housing target of 32,890 homes over a 20-year period from 2016-2036 (1,645 homes per year). The London Plan requires 20,790 of those homes to be delivered within a shorter 10 year period (2019-2029), resulting in a higher annual target of 2,079 homes per year.

8.3 The Croydon Local Plan also sets out a target for development on Windfall sites of 10,060 homes (approximately 503 per year). The London Plan requires 6,410 net completions on small sites (below 0.25 hectares in size) over 10 years, with a small-sites housing target of 641 per year.

8.4 The strategy for delivering these homes is set out in Croydon Local Plan 2018 Policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes on specific site allocations, and 10,060 homes delivered across the Borough on “windfall” sites which include the application site. London Plan 2021 Policy H2 (Small Sites) advises that small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Croydon’s annual target for homes on small sites is 641 homes a year (31% of the annual target).

8.5 The site forms an existing backland development behind numbers 34-38 Arkwright Road. The existing buildings on the site are 2 x 2 storey suburban houses and there is no in principle objection to their demolition, the principle of backland development on this site is therefore also already established.

8.6 The proposed intensification would represent a more efficient use of this space and would support the principles of national and local planning policy which seek to achieve efficient use of land. There is a clear and established access drive to the site, already in use by more than one dwelling, and the site is sufficiently large at 0.3ha to support intensified residential use and to achieve a reasonable ratio of built form to open space across the site.

8.7 The existing use of the site is residential and as such the principle of redeveloping the site for residential purposes is acceptable subject to achieving a high quality development and other provisions of the development plan as assessed in this report.



## Design and impact on character of the area

- 8.8 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. London Plan policy D3 states that a design-led approach should be pursued and that proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness.
- 8.9 The surrounding area is a mix of detached houses of varying height, including bungalows with dormers, and two-storey houses under substantial pitched roofs, many of which have extended into the roofspace. There is also an example of a three storey flatted development at 34 Arkwright Road which has recently been completed.
- 8.10 The proposed development consists of 9x 3 storey dwellings (with the third storey contained in the roofspace) arranged as 2 detached dwellings, a semi-detached pair and a row of three terraced dwellings.



*Figure 3 Proposed Site Layout*

- 8.11 The proposed dwellings are located around a central courtyard, on spacious plots with large rear gardens, parking to the front and dwellings accessed from the street via small front gardens. There is an existing access drive measuring 3.7m to 4m in width which would serve as a shared surface for pedestrians and vehicles entering the site.
- 8.12 The proposed layout reflects the spacious character of the area and utilises the backland site in a similar fashion to the established cul-de sacs in the vicinity at Ridge Langley and Courtlands Close, which the site backs onto.

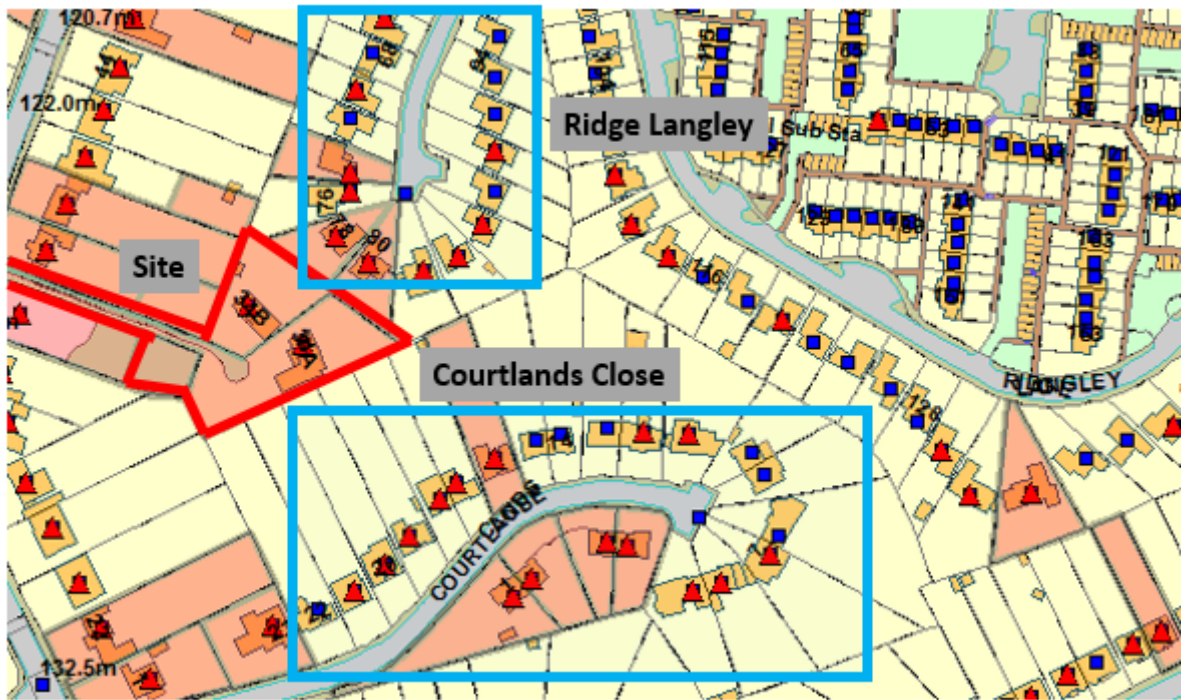


Figure 4 Wider urban grain

- 8.13 The proposed layout also picks up on other key elements of the surrounding urban typology. This can be seen in the proposed unit mix which provides family homes in the form of single family dwelling houses arranged as several small buildings (rather than a larger block of apartments) with similar footprints to the surrounding buildings. There would also be regular gaps in between dwellings, large rear gardens and the dwellings would front the street, being set behind soft landscaping and parking to the front. All of these design features would echo those of the surrounding cul-de-sacs, and as such the proposal would respect the existing development pattern.
- 8.14 In terms of height and massing, two storeys are proposed across the site with an additional storey contained fully within the roof spaces. This would be in compliance with DM Policy 10.1 which states that 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.
- 8.15 It should also be noted that whilst a third storey is proposed, the dwellings are read as predominantly two storey traditional single family houses, with a converted roofspace. This has been achieved by utilising roof lights or small dormer windows within the roof slopes, in a similar fashion to nearby properties at no. 26 Arkwright Road and nos. 36-40 Arkwright Road which adjoin the site.
- 8.16 The use of these features has kept the overall increase in height to a minimum as can be seen in the below figure which shows a comparison of the existing two storey dwellings on site and the three storey dwellings proposed.



*Figure 5 Comparison of elevations of existing dwellings at No. 34a and proposed dwellings*

8.17 This also results in buildings of a height, massing and layout comparable to the existing 2-storey dwellings on Arkwright Road, Ridge Langley and Courtlands Close and would ensure that the character of the surrounding area would be maintained.



*Figure 6 Proposed view from the access drive on Arkwright Road*

8.18 In terms of the architecture and materials, a traditional design is proposed that incorporates features such as pitched roofs, hanging tiles, render, brickwork and timber Tudor boarding. This has been influenced by the character analysis and design led approach and references the substantial pitched roofs which slope back from the main elevations, darker material to the lower floors and light or red brick and render elevations.





Figure 7 Proposed front elevation of plots 1-7

- 8.19 Final details will be secured by condition, however officers are satisfied that the proposed materials would be high quality and contextually appropriate.
- 8.20 The proposed development has been subject to various design and material alterations following feedback from officers to the applicant, resulting in the removal of the lower ground floor of plots 4-7 (an extra storey was previously proposed), and changes in the façade to increase gaps in between dwellings.

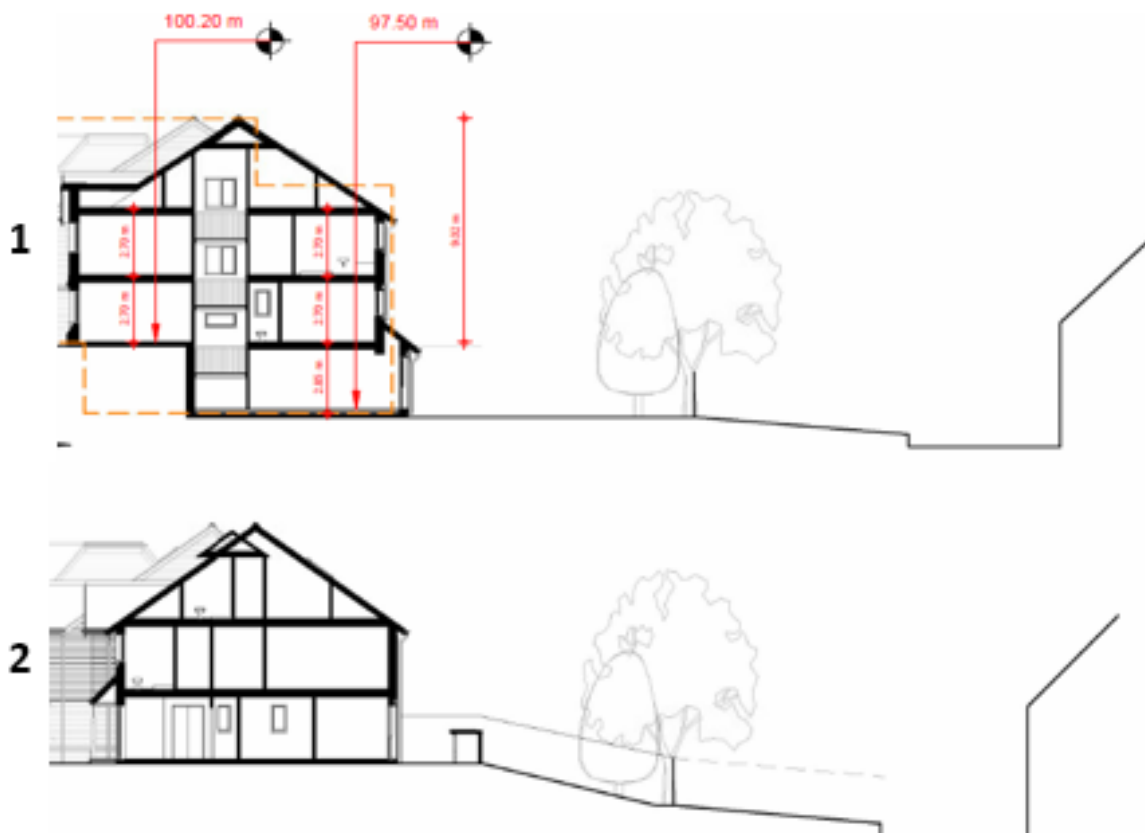


Figure 8 (Above) Plots 4-7 proposed prior to amendment;  
(Below) Plots 4-7 after amendment (lower ground floor omitted, natural topography retained)

8.21 The applicant has demonstrated that a design led approach has been taken which respects the character of the area and which is considered to be of a high quality and of an appropriate scale and mass for this location. This can be seen in the proposed materials which match those in the area, how the roofspace has been utilised to create a third storey and incorporation of single family dwelling houses.

8.22 The proposal would therefore comply with policies SP4.1 and DM10 and London Plan policy D3 as it is of an appropriate form and mass for this site and a suitably high design quality which responds appropriately to its context.

### Quality of residential accommodation

8.23 Policy D6 of the London Plan 2021 outlines housing development should be of a high-quality design and provide adequate-sized bedrooms and residential units, as well as sufficient floor to ceiling heights and light.

8.24 CLP policy SP2.8 requires residential development to comply with the minimum standards set out in the Mayor of London’s Housing Supplementary Planning Guidance and National Technical Standards (2015). Furthermore, proposals should meet minimum design and amenity standards set out in the CLP and other relevant London Plan and National Technical Standards (2015) or equivalent.

8.25 CLP policy DM10.4 requires proposals for new residential development to provide a minimum amount of private amenity space of 5m<sup>2</sup> per 1–2-person unit and an extra 1m<sup>2</sup> per extra occupant thereafter.

8.26 Policy D5 of the London Plan outlines development should be convenient and welcoming with no disabling barriers and policy D7 requires at least 10 per cent of dwellings to meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’.

Unit	Size (bedroom/person)	GIA (sqm) proposed	Min. GIA (sqm)	Amenity Space (sqm)	Min. Amenity Space (sqm)	Built in storage space (sqm)	Min. built in storage space (sqm)
1	4b/6p (terraced)	125	112	96	8	7sqm	3
2	4b/6p (terraced)	125	112	70	8	7sqm	3
3	4b/6p (terraced)	125	112	65	8	7sqm	3
4	3B5P (semi-detached)	120	99	158	7	6.3sqm	2.5
5	3B5P(semi-detached)	120	99	78	7	6.3sqm	2.5
6	3B5P(semi-detached)	120	99	90	7	6.3sqm	2.5
7	3B5P(semi-detached)	120	99	111	7	6.3sqm	2.5
8	4B6P (detached)	145	112	119	8	3.5sqm	3
9	4B6P (detached)	146	112	100	8	3.5sqm	3

Table 1: scheme considered against London Plan Policy D6 and Table 3.1

- 8.27 All dwellings would meet or exceed external and internal space standards and would also be triple aspect. The standard of accommodation would be high quality and would in many cases far exceed minimum space standards.
- 8.28 1 dwelling would be built to M4(3) accessible standards with the remaining dwellings built to M4(2) standard. These details would be secured by condition with the applicant required to submit detailed drawings showing how each dwelling complies with the standards. Impact on neighbouring residential amenity
- 8.29 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.
- 8.30 A number of objections have been raised with regards to the impact of the proposal on residential amenity and the below sections assess the impact of the proposal on the surrounding properties generally as well as those adjoining on Ridge Langley, Arkwright Road and Courtlands Close which adjoin the site. Overall it is considered that the modest height, separation distances proposed and traditional design would mitigate any significant impacts and the residential amenity of neighbouring properties would be preserved.

#### 78-80 Ridge Langley

- 8.31 The dwellings achieve a minimum separation distance of 20 metres (increasing to 28.93m) to 80 Ridge Langley and 24.8 metres (increasing to 31.97m) to 78 Ridge Langley. These distances comply with para 2.3.36 of the Mayor of London's Housing SPG, which suggests that 18-21m could be a 'useful yardstick' for measuring separation distances to ensure visual privacy between habitable rooms facing each other. The development also ensures that there is no direct overlooking of private outdoor space within 10m perpendicular to the rear elevation of 78 and 80 Ridge Langley thereby satisfying the requirements of Policy DM10.6 of the CL.



Figure 9 Proposed distances between Plots 1-7 and nos. 78 and 80 Ridge Langley

- 8.32 Objections have been raised which state that the single storey rear extension at no. 80 has not been taken into account. The extension at no. 80 measures approximately 3m and the separation distances which are shown in the above figure 9 have been assessed accordingly. It should also be noted that due to significantly planting at this boundary and also additional proposed planting views would be obscured, further reducing the impact.
- 8.33 Notwithstanding this however, the proposed separation distances together with the modest height and traditional windows would mitigate significant overlooking impacts at Nos. 78- 80 Ridge Langley in themselves. Furthermore this is a typical residential relationship which can be seen across the borough and indeed the local area and the proposed development would maintain this. The proposed separation distance and overall height would also prevent any significant overbearing, sense of enclosure and daylight/ sunlight impacts.
- 8.34 Overall therefore it is considered that the proposed height and mass of the development, together with the separation distances to adjacent properties and traditional design would not materially harm the residential amenity of nos. 78- 80 Ridge Langley.

#### Arkwright Road and Courtlands Close

- 8.35 The properties on Arkwright Road have gardens approximately 30m- 51m in depth. There would be window to window separation distances of approximately 40m- 50m

which would prevent negative impacts on residential amenity with regards to privacy, overbearing, sense of enclosure and daylight/ sunlight.

- 8.36 At Courtlands close the separation distances would be between 64m and 41m which would also prevent negative impacts on residential amenity with regards to privacy, overbearing, sense of enclosure and daylight/ sunlight.
- 8.37 The residential amenity the properties at Ridge Langley and Courtlands Close would therefore not be significantly impacted and would overall be preserved. The proposed development would not result in any further significant impacts to neighbouring amenity

### **Trees, landscaping and biodiversity**

#### Trees

- 8.38 Policy G7 requires that wherever possible, existing trees of value should be retained. Similarly, CLP policy DM28 specifies that proposals which result in the avoidable loss of retained trees where they contribute to the character of the area will not be acceptable. CLP policy DM10 also requires proposals to incorporate hard and soft landscaping.
- 8.39 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping.
- 8.40 A total of nine individual trees, two groups of trees, part of two further group of trees, one hedge and part of one further hedge will be removed to enable the proposed development.
- 8.41 Objections in particular have been raised with regards to the loss of the trees to the rear of No. 34 (T6, T7, T8, T9, H5 and G8). The trees to be removed are within the 'C' category either because they are young or are unsuitable for their current situation. These trees are also necessary to be felled to enable the development of access. Due to their size and visibility are of limited amenity value to the local area.
- 8.42 A total of 24 replacement trees would be planted which would mitigate the loss of the existing trees together with new hedges, scrub planting and shrub planting.
- 8.43 There are some trees which would experience root incursions as a result of the development, generally due to the hardstanding required for the car park, but these incursions would be relatively minor and the new hard surface areas would be porous and constructed using 'no dig' principles and a cellular confinement sub base.
- 8.44 The Council's Tree Officer has raised no objection to the tree survey, tree protection plan or method statement. It is considered that the replacement species, sizes and locations listed within the landscaping proposal are suitable mitigation planting. A condition would be attached to ensure all works are carried out in accordance with the tree protection plan.

#### Landscaping

- 8.45 The application is submitted with supporting Landscaping Plan by AKJ Landscaping. The existing site consists of two domestic dwelling houses and part rear garden of another and as such it is predominantly a mixture of soft landscaping; lawn and shrub



planting and hard landscaping of concrete and tarmac providing the access drives and parking areas for no. 34A and 34B Arkwright Road.

- 8.46 There are substantial shrub and tree planting to the boundaries that provide a private feel that will be retained or enhanced where necessary to retain its character. Additional broadleaf trees are proposed to be planted alongside the existing screening to the rear of plots 1-7 as well as fill in any gaps to assist with additional screening to the houses to the rear in Ridge Langley. The applicant is happy for any conditions to be added to the consent to cover this item. New mature trees will bring additional instant screening and will ensure long term screening. An updated landscaping plan has been provided to show the proposed landscaping strategy for the site.
- 8.47 The application has also been reviewed by the Council's Tree officer and no objections have been raised.
- 8.48 The proposed landscaping plan is detailed and of a high quality. Various areas of planting within the front and rear gardens are proposed along with trees and planting on the boundaries to provide screening. On the rear boundary, adjoining Ridge Langley a 1.8 high close board fence would be provided along with trees; a condition can be attached to ensure the trees are of a mature size when planted so that they are instant impact and provide instant screening. The proposed hard landscaping includes permeable paving across the car parking area, block paving for paths and various planters.
- 8.49 The proposal is considered to comply with Local Plan policy DM10.8 and DM28 and G7.

#### Ecology

- 8.50 London Plan policy G6 requires proposals to manage impacts on biodiversity.
- 8.51 A Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment was carried out by Arbeco Ecology, Tree & Habitat Services in July 2019. The site comprises of two dwellings with associated access track and landscaped gardens. Habitats within the site included buildings, hardstanding, ponds, scattered broad-leaved and conifer trees, introduced shrubs and species poor hedges. The Preliminary Bat Roost Assessment confirmed that both buildings were of negligible potential to support roosting bats.
- 8.52 A badger walkover survey was carried out by Greenspace Ecological Solutions which confirmed that the holes were confirmed badger setts. The sett comprised of two holes which are likely linked together. The sett was confirmed to be an outlier sett. A 10m zone within which no construction will take place was recommended along with a no dig construction methods within the car park near the sett. A planting of a new hedgerow around the sett would secure it in the long-term. The report concluded that any vegetation clearance works and building works should be undertaken during the period of October to February, inclusive, outside of the nesting bird season. Precautionary approaches to clearance of vegetation was recommended with regards to reptiles and amphibians.
- 8.53 A Biodiversity Net Gain Assessment has been undertaken which concludes that the scheme would result in a 12.19% for habitats and 151.05% for linear features which is a measurable net gain. Proposed biodiversity enhancement measures include bird and

bat boxes, native species, minimal external lighting, deadwood habitat piles, and the incorporation of gaps within boundary fencing to allow hedgehogs to roam.

- 8.54 The proposal has been reviewed by the Council's independent Ecology advisor and no objection has been raised subject to conditions for a Construction Environment Management Plan (Biodiversity), ensuring that works are carried out in accordance with the submitted assessments and the incorporation of a wildlife sensitive lighting design scheme.
- 8.55 The proposal complies with Local Plan policy DM27 and London Plan policy G6.

### **Access, parking and highway impacts**

- 8.56 London Plan policies T4, T6, and T6.1 (and Table 10.3) set out parking standards for proposed development and seek to ensure that proposals should not increase road danger. Similarly, CLP policies SP8, DM29, and DM30 promote sustainable growth and provide further guidance with respect to parking within new developments.

#### Access

- 8.57 The site has a Public Transport Accessibility Level (PTAL) of 1a which indicates very poor access to public transport. The closest train station is Sanderstead which is 1 mile away. The application site is not located within a controlled parking zone.
- 8.58 The site has an existing vehicle entrance point and access road. The proposal is to widen the existing entrance to allow cars to be able to pass by together with alterations to the central island on Arkwright Road to enable vehicles exiting the site to turn right without conflicting with either the island or vehicles attempting to turn into the site at the same time.
- 8.59 These alterations are proposed as part of a Stage 1 Road Safety Audit of the site access junction was undertaken by Gateway TSP for the previous planning application, the recommendations of which the applicant have all accepted. As the access junction arrangements are identical to the previous scheme, alongside the internal access road, the findings of the audit are still considered relevant to this revised scheme.
- 8.60 No objections have been raised by Highways officers and an acceptable and safe access would be provided for both pedestrians and vehicles. These alterations would be dealt with as part of a Section 278 agreement. The works would be funded by the applicant and would need to be completed prior to occupation.
- 8.61 There are 3 further stages of road safety audit to take place and to be reviewed and approved by the highways team (outside of the planning process) including stages 2 and 3 which both take place during detailed design, and prior to first use of the new junction, then stage 4 which takes place after implementation. The current proposal is acceptable in terms of road safety.
- 8.62 The access road would be a shared access road used by pedestrians, cyclists and vehicles, which is as per the existing arrangement but it would be formalised. The existing width of between 3.7m and 4.1m is sufficiently wide for pedestrians or bikes to have a 1m wide path and to be safely passed by a vehicle.
- 8.63 It is proposed to introduce a painted strip along the access road which would be demarcated by either a white strip with a coloured surface, or via appropriate materials

(such as brick) to ensure car drivers are aware of the potential for pedestrians to be using the access road. Considering the quantum of development and likely level of both vehicle and pedestrian flow, this is considered an appropriate measure as opposed to physically separating pedestrians and cars.

- 8.64 A condition would be attached to ensure that boundary treatments and landscaping in sightline areas are not higher than 0.6m.
- 8.65 It should be noted that a similar arrangement was proposed for the previous application (for 19 homes) and accepted by the Council.

#### Vehicle Parking

- 8.66 London Plan policy T6.1 would permit up to 1.5 spaces per 3+ bed unit and 1 space per 1-2 bed unit which equates to a maximum of 13.5.
- 8.67 13 car parking spaces are proposed for the 9 dwellings including 2 disabled bays and 3 electric vehicle charging points. Objections have been raised regarding insufficient parking and potential for overspill parking on surrounding roads however the proposed development would be able to accommodate all parking within site in line with London Plan Standards which should be noted are maximum not minimum standards.
- 8.68 Furthermore and in the interests of sustainable development, climate concerns and reducing traffic on roads, new developments should not over-provide car parking and a balance needs to be struck between encouraging sustainable modes of transport on the one hand and ensuring highway safety and managing on-street parking on the other.
- 8.69 This would include securing £13,500 would be secured via S106 for on street car clubs and general expansion of the EVCP network in the area and improvements to walking and cycling routes in the area. A condition will be attached to require submission of a construction Logistics Plan (CLP) and a condition survey of the surrounding footways and carriageway prior to commencement of works on site.

#### Cycle Parking

- 8.70 Policy DM30 and London Plan policy T5 would require provision of a total of 18 cycle parking spaces for residents are proposed together with 2 visitor parking spaces.
- 8.71 The cycle stores have access measuring 1.2m wide. There is sufficient space for larger bikes and electric bike sockets. 2 visitor cycle parking spaces are also proposed externally. These details are considered to be acceptable.

#### Refuse and Recycling

- 8.72 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. Bin stores are located externally and after amending plans in line with highways officer comments, the applicant has demonstrated that collection points, access for refuse vehicles and walking distances would be acceptable.
- 8.73 The access road to the bin store is wide enough for a refuse vehicle and there is sufficient turning space on the site, plus 2m wide paths for operatives to drag bins from the store to the refuse vehicle. A 10sqm bulky good store is also provided on site.

- 8.74 Swept path analysis has also shown that a refuse vehicle would also be able to enter and exit the site in forward gear.
- 8.75 These details are acceptable and a condition will be attached for submission of final details, along with a servicing and delivery management plan.

### **Flood risk and energy efficiency**

#### Flood Risk

- 8.76 CLP policies SP6.4 and DM25 seek to reduce the risk of flooding in the borough and ensure that all developments incorporate sustainable urban drainage systems (SUDS) to ensure surface run-off is managed as close to the source as possible. Similarly, London Plan policies SI 12 and SI 13 require proposals to ensure that flood risk is minimised and mitigated, and that surface water runoff is managed as close to its source as possible.
- 8.77 The site is within flood zone 1 and at low risk of surface water flooding. Rainwater pipes and permeable paving are proposed. Permeable paving would be used across the car park with water routed to the soakaway. These measures would follow the London Plan drainage hierarchy, with the remaining surface water drainage strategy by infiltration via 2 soakaway tanks.
- 8.78 A condition would be included to require full & final detailed design of the infiltration system at which time the actual proposed site & drainage levels can be confirmed.

#### Energy Efficiency

- 8.79 London Plan Policy SI2 requires major developments to be zero carbon by reducing greenhouse gas emissions in accordance with the energy hierarchy. An energy statement has been submitted stating that the scheme could achieve a 57% reduction in on-site regulated emissions through the use of PV panels and air source heat pumps with the remainder offset by way of a financial contribution to achieve zero carbon standards. The carbon offset contribution would be secured by S.106 legal agreement. The solar panels and heat pumps are not shown on the proposed elevations, so a condition is recommended securing details to avoid harm to amenity.
- 8.80 An air quality impact assessment would also be secured via S106 to ensure that the proposal would have a neutral impact and further secure any mitigation measures required.
- 8.81 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 meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

### **Fire safety**

- 8.82 London Plan Policy D12 requires 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'.

8.83 An outline fire safety statement has been prepared with the level of detail that is appropriate and reasonable to comply with Policy D12. A plan has also been provided that demonstrates how future occupiers would evacuate the building in the event of a fire. Full details are required to comply with Part B of Policy D12, which are recommended to be secured by a planning condition given the scale of the development.

### **Conclusions**

8.84 The provision of 9 single family dwelling houses in this backland location is acceptable in principle. There is an existing access road to the site and the site is large enough to sustainably accommodate increased residential use.

8.85 The proposed block would not be particularly visible from the public highway but would be of a high quality design and high quality materials have been specified. The quality of accommodation is acceptable and the quantity of car parking, cycle parking and access arrangements are all acceptable. Tree losses would be mitigated by replacement planting and landscaping and ecological features and habitats would be protected. There would be increased overlooking towards the rear of properties on Ridge Langley but this alone would not be a reason to refuse the scheme.

8.86 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.

8.87 All other relevant policies and considerations, including the statutory duties set out in the Equalities Act 2010, the Human Rights Act, the Planning and Compulsory Purchase Act, and the Town and Country Planning Act, have been taken into account. Given 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 terms subject to the detailed recommendation set out in section 2 (APPROVAL).