

PART 6: Planning Applications for Decision**Item 6.6****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/03582/FUL
 Location: 14 Mitchley Avenue, Purley, CR8 1DT
 Ward: Purley Oaks and Riddlesdown
 Description: Demolition of existing property and erection of 3-storey development consisting 6 flats with associated access, 4 parking spaces, cycle storage and refuse store, and alterations to the existing land levels (revised description and proposal).
 Drawing Nos: BX32-S1-101D; BX32-S1-102A ; BX32-S1-103F; BX32-S1-104B; BX32-S1-105D; BX32-S1-106C; BX32-S1-107D; BX32-S1-108B; BX32-S1-110A; BX32-S1-111B; BX32-S1-113C; BX32-S1-114C; BX32-S1-115; Surface Water and SuDS Assessment dated 05/07/2018; Arboriculture Report prepared by Crown Consultants – Reference 09895 and dated 10th July 2018; External Daylight Study prepared by Base Energy – Reference 5314 Rev0 and dated 04.09.2018.
 Applicant: Mr Gerasimos Stamatelatos (Aventier Ltd)
 Agent: N/A
 Case Officer: Rachel Gardner

	studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	0	4 (3 person) 1 (4 person)	1 (4 person)	0
Total	0	0	5	1	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
4 (including one disabled space)	12

- 1.1 This application is being reported to committee because the ward councillors, Councillor Helen Redfern and Councillor Simon Hoar has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Materials and detailed drawings to be submitted, including window reveal minimum 100mm
3. Details of Refuse/Cycles/Boundary/Electric vehicle charging point/ child play space/ finished floor levels/ ramp gradient to be submitted
4. Hard and soft landscaping including garden and path lighting to be submitted
5. Construction Logistics Plan to be submitted
6. Car parking provided as specified
7. No additional windows in the flank elevations
8. 19% Carbon reduction
9. 110 litre Water usage
10. Permeable hardstanding material within front and rear vehicle parking areas
11. Trees - Accordance with the Arb Report
12. Inclusive access ground floor
13. Visibility Splays
14. In accordance with details of FRA
15. Time limit of 3 years
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached house
- Erection of a two storey building with accommodation in roofspace
- Provision of 5 x two bedroom flats and 1 x three bedroom flat fronting Mitchley Avenue with rear access via Ingleboro Drive.
- Provision of 4 off-street car parking spaces (including 1 disabled bay) with associated access at Mitchley Avenue and Ingleboro Drive
- Provision associated refuse/cycle stores and communal amenity area.

3.2 The scheme has been amended three times during the application process. The first revision involved amendments to the internal layout of the scheme, and widening of private amenity space to Flat 1. It was not considered necessary to reconsult the neighbours as the amendments were considered to be minor and did not materially alter the originally consulted scheme. However, the proposal was altered a second time to set back the proposed building a further 900mm from Mitchley Avenue in order to provide defensible space between the front windows and the access ramp and further changes to Flat 1, including side-facing obscure glazed windows. These amendments materially altered the scheme and the application was re-notified.

- 3.3 Since this re-notification the applicant has clarified and revised the plans to show that the garage of the neighbouring property at No.16 is built right up to the shared boundary with the subject site. This has not had any implications for the separation distances between the neighbours dwelling and their associated habitable windows and the shared boundary. In addition, the front ramp between the car parking area adjoining Mitchley Avenue and the proposed building has been redesigned to meet Building Regulations in terms of length, slope and landings.

Site and Surroundings

- 3.3 The application site is located on the south side of Mitchley Avenue, and runs through to Ingleboro Drive. The topography of the site is very steep, rising sharply from north to south with Ingleboro Drive being located distinctively higher than the host property. Furthermore, the site slopes down from west to east.



Fig 1: Aerial street view highlighting the proposed site within the surrounding streetscene

- 3.4 The surrounding area is mainly 1970's style single family dwelling houses fronting the roads. 12 Mitchley Avenue has been rotated 90 degrees, so the rear of the property faces the host site. The site has a Public Transport Accessibility Level (PTAL) of 2. It is located in an area with a low risk of surface water flooding (1:1000years) and an Archaeological Priority Area.

Planning History

- 3.5 The site has no relevant planning history material to the planning assessment of the subject proposal.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.

- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions
- No significantly detrimental impact would occur to high quality trees

5.0 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 The Greater London Archaeology Advisory Service were consulted but did not respond to the consultation.

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 16 letters of notification to neighbouring properties in the vicinity of the application site. The application was also re-notified after the submission of amended plans as detailed in section 3.2 of this report. The number of representations received from neighbours, Cllr Helen Redfern and Cllr Simon Hoar, Chris Philp MP, a local group including Riddlesdown Residents' Association, etc in response to notification and publicity of the application are as follows:

No of individual responses: 83 Objecting: 82 Supporting: 1 Comment: 0

- 6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of objections	Response
<i>Principle of the development</i>	
No provision or contribution to affordable housing.	The scheme is for 6 units which is under the affordable contribution threshold of 10 units.
<i>Scale and massing</i>	
Not in keeping with the surrounding area	This is addressed in section 8.6 – 8.12 of this report.
Large building footprint, density and layout	This is addressed in section 8.6 – 8.12 of this report.
Over bearing scale – three storeys is too high	This is addressed in section 8.7 of this report.
Design, appearance and materials	This is addressed in section 8.6 – 8.12 of this report.
<i>Amenity to neighbouring properties</i>	

Loss of privacy, light, overshadowing, overlooking issues and loss of views	This is addressed in section 8.18 – 8.30 of this report.
Increased noise, disturbance, pollution and smell	This is addressed in section 8.30 of this report.
Noise and dust pollution, and general disruption from construction works	This is addressed in section 8.30 and 8.35 of this report.
Noise from surface water pump	This is addressed in section 8.30 of this report.
<i>Traffic and Parking</i>	
Inadequate parking provision, including visitor parking	This is addressed in section 8.31 to 8.35 of this report.
Contribute to the congestion of surrounding streets	This is addressed in section 8.31 to 8.35 of this report.
Access to the site via Ingleboro Drive and Mitchley Avenue is unsafe	This is addressed in section 8.31 to 8.35 of this report.
On-street parking would obstruct sight lines of vehicle egress	This is addressed in section 8.31 to 8.35 of this report.
Parking survey conducted at inappropriate times	The parking survey was undertaken in accordance with the Lambeth methodology which is the accepted methodology across a number of London boroughs.
<i>Flooding and SUDs</i>	
Increased water runoff to surrounding areas	This is addressed in section 8.37 of this report.
<i>Trees</i>	
Tree removal and landscaping works	This is addressed in section 8.38 and 8.39 of this report.
<i>Other matters</i>	
Pressure on surrounding infrastructure including schools and medical facilities	This is addressed in section 8.40 of this report.
Increased anti-social behaviour in the surrounding area	The proposal is for residential development and officers have no reason to anticipate that this would result in any increase in antisocial behaviour.
<i>Non-material issues</i>	
The proposed development is for profit making for developers	These are not material planning considerations.

<p>Increased pressure on surrounding drainage and sewage infrastructure</p> <p>Reduction in the surrounding property values.</p> <p>Noise and smell from sewage pumps</p> <p>Building works and retaining walls will cause structural damage to neighbouring properties.</p>	
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6.3 The following procedural or non-material issues were raised in representations and are addressed below:

6.4 A representation was received from Riddlesdown Residents' Association (RRA) objecting:

- Inaccuracies in the Design and Access Statement
- Overdevelopment of the site- size, bulk, scale and massing
- Over intensification
- Design, appearance, materials
- Disability adaptation- concerns that the access ramp will not meet Building Regulations and poorly designed flats
- Safety concerns to surrounding highway/ pedestrians- inability to enter and exit in forward gear, insufficiently sized parking spaces, loss of overtaking space on the street from overflow parking
- Insufficient on-site parking
- Number of dropped kerbs for the property
- Insufficient parking survey
- Flooding due to proposed drainage into surface water holding tank pumped into combined water sewer
- Flats 5 and 6 will overheat in the roof space
- Insufficient amenity space
- Loss of family-sized home
- Strain on local infrastructure
- No provision for affordable housing

6.5 The following Councillors made representations:

- Cllr Helen Redfern (Purley Oaks & Riddlesdown Councillor) objecting:
 1. Inadequate parking – inability to enter and exit in forward gear, obstructed sight lines, overflow of parking onto the street will remove space for passing points on the street
 2. Overbearing appearance and overshadowing of neighbouring property
 3. Refuse provision

- Cllr Simon Hoar (Purley Oaks & Riddlesdown Councillor) objecting:
 1. Overdevelopment of the site
 2. 3-storeys is out of character with the surrounding area
 3. Loss of family-sized housing
 4. Insufficient parking considering the PTAL and that the site is located on a main road where street parking is inappropriate
 5. Loss of amenity and privacy for neighbours
 6. Inaccuracies with the Design and Access Statement claiming that Reedham Station and Kenley shops are nearby

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime

- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM18 - Heritage assets and conservation
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. Trees and landscaping
8. Other matters

Principle of Development

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.

8.3 The application is for a flatted development providing additional high quality homes within the borough, which the Council is seeking to promote.

8.4 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area of less than 130sq.m. The existing property has a floor area of more than 130sq.m but comprises 3 bedrooms. As the proposal comprises one three-bedroom unit and one larger two-bedroom four-person unit, the proposal would not result in the net loss of three bed units on the site. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes.

The proposal is considered satisfactory in this regard as the two-bedroomed four-person unit would provide family accommodation, resulting in 2 of 6 units being family sized.

- 8.5 The site is located within an existing residential area and as such providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues the principle is supported.

Townscape and Visual Impact

- 8.6 The existing dwelling does not hold any significant architectural merit and therefore demolition is supported. There are a variety of house types and styles in the vicinity, including semi-detached and detached one and two storey properties.
- 8.7 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a three storey building (2 storeys with the third storey located within the roof) to be located at the site. The proposed building is larger than the existing dwellings and maintains the stepped ridge height between the two side adjoining properties. The scheme respects the scale and form of the existing two-storey area and sensitively intensifies it in accordance with DM10.1 through the provision of a three storey building with accommodation in the roof. The symmetric articulation of the form across the front elevation, including the setback of both sides of the building from the primary elevation and ridge, is welcomed and breaks up the mass of the front elevation.
- 8.8 Following amendments, the front elevation of the building would sit slightly behind the existing building but not in a manner which would be out of keeping with the character of the area, especially considering the orientation and siting of 12 Mitchley Avenue.
- 8.9 The design of the building incorporates a traditional appearance, albeit using more contemporary materials, consisting of a front porch element, pitched roof forms, simple design and appropriate materials (face brick including decorative brick courses, white upvc framed windows, interlocking double plain grey tiles which can be secured through a condition) with an adequate balance between brick and glazing and appropriate roof proportions.

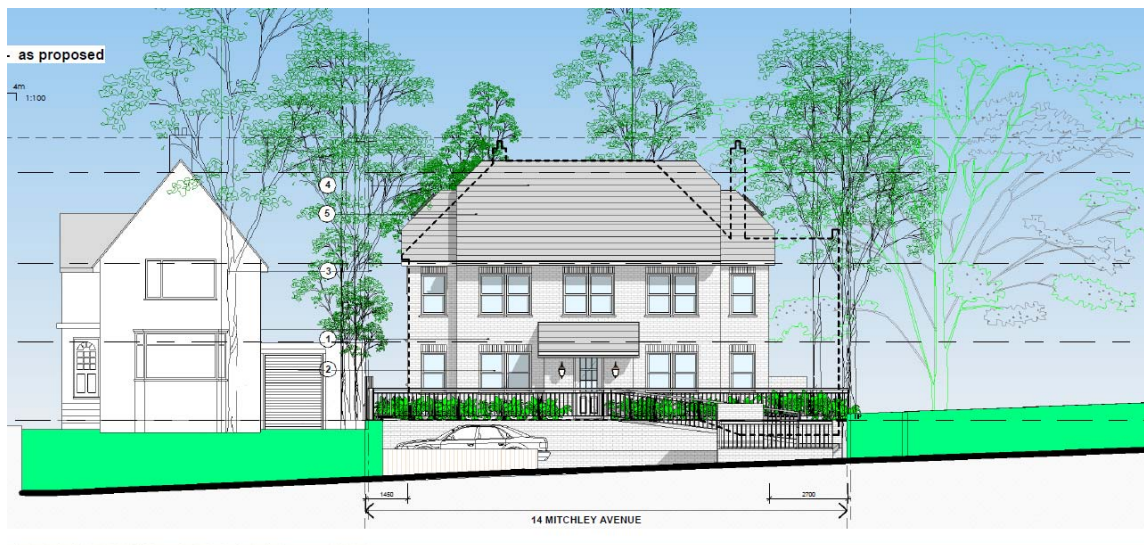


Fig 2: Extract of the proposed front elevation plan along Mitchley Avenue

- 8.10 The front of the site along Mitchley Avenue is already given over to hardstanding and the proposal will increase the amount of soft landscaping to the front of the site. Whilst additional hardstanding is proposed at the rear of the site to accommodate the vehicle parking spaces adjacent to Ingleboro Drive, soft landscaping is maximised around this to soften its appearance in the street scene. The existing situation involves off street parking within the front forecourt and at the rear and the proposal would retain these features which is not uncommon in the surrounding area. The proposal would require the lowering of the ground level to the rear of the site, around the building, which would require retaining walls along the boundaries. The final appearance of these would be secured by condition and the proposed new areas of soft landscaping across the site and along the boundary of the site will serve to soften the appearance and this can be conditioned.
- 8.11 Representations have raised concern over the intensification of the site and overdevelopment. The site has a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density level ranges for the site would be 150-250 habitable rooms per hectare (hr/ha). The density level of the proposal is 266hr/ha, which is slightly beyond the upper limit of the range. This is considered to be acceptable as the density ranges should not be applied mechanistically the proposed density is only slightly beyond the desired range. Furthermore, the site is considered capable of accommodating the scale of the proposed development, without significantly adversely impacting the surroundings.
- 8.12 Having considered all of the above, with the consideration of housing need in the area, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.13 All the units of the proposal would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and are acceptable.
- 8.14 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All the units located on the ground and first floor have access to private amenity space which meet the minimum standards, and only two units on the uppermost floor do not benefit from private balconies. However, on balance this is considered acceptable as they are south-west facing units and there is a significant amount of space proposed as communal gardens at the rear of the site. This could accommodate child play space (which can be conditioned).
- 8.15 The two ground floor units are set in to the ground at the rear due to the sloping nature of the site. The slope is not so steep that they are fully subterranean and a lightwell of 1.5m width is provided. This allows for adequate light to the main living spaces. Master bedrooms are located at the front and also have good outlook so the units overall are considered to provide a good quality of accommodation.
- 8.16 In terms of accessibility, level access would be provided from the front door to the two ground floor units (which are family-sized). A ramp is provided from the car parking area adjacent to Mitchley Avenue and the applicant has revised the plans to ensure that this complies with Building Regulations in terms of gradient of the slope and landings. The London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is

deliverable. Given the limitations of the footprint to provide the required accommodation, it is considered that one of the ground floor units should be M4(3) adaptable and the other one should be M4(2), this can be secured by condition. A disabled space is proposed for the parking area.

- 8.17 The development is considered to result in a high quality development including a three bedroom and two bedroom family unit all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.18 The adjoining properties are 12 and 16 Mitchley Avenue and 3 Ingleboro Drive.

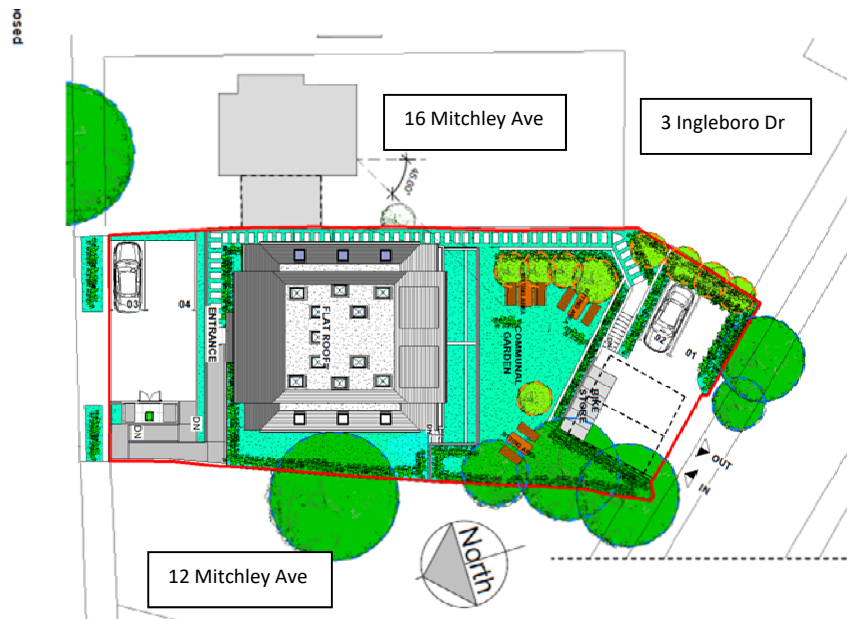


Fig 3: Ground floor plan highlighting the relationship with the adjoining occupiers.

12 Mitchley Avenue

- 8.19 This neighbouring property is to the west of the proposal and faces north-west towards the junction of Mitchley Avenue and Ingleboro Drive. As such, the rear boundary of this property is also the north-western side boundary of the subject site and the rear amenity area of the neighbouring site faces the application site.

The applicant has submitted a Daylight Study which based on the originally submitted application which concluded that the rear facing windows would retain at least 80% or more of their former daylight values and receive the minimum amount of available hours for sunlight both annually and in the winter months, therefore satisfying the minimum requirements set out by BRE Guidelines.

- 8.20 The rear building line of the neighbouring property is positioned approximately 15-17 metres from the proposed building. Given the separation distance, overall building height and the existing boundary treatment, no loss of outlook, nor an overbearing appearance is anticipated from this neighbouring property. The massing of the building is broken up through the use of articulation and brick detailing which will assist with the buildings appearance when viewed from this neighbouring property. It is noted that a

significant number of trees are located in the rear garden of no 12 which would also help to break up the appearance of the proposal.

- 8.21 The subject proposal does not comprise any upper floor side facing windows and the rear balconies are integrated into the rear elevation and so would not significantly overlook this property. The side facing rooflights will not result in a loss of privacy to this neighbouring property given the angling of these windows as a result of the roofslope. As such, no adverse loss of privacy is anticipated to this neighbour.

16 Mitchley Avenue

- 8.22 The neighbouring property at 16 Mitchley Avenue comprises a single storey garage along the shared boundary and the main side elevation is set back approximately 5m from the proposed side elevation. There is an existing upper floor side window facing the subject site which is obscurely glazed and is from a staircase landing.
- 8.23 The rear of the proposal would be approximately 8.4m deeper than the garage and 5.9m deeper than the main rear elevation of no 16. Given the separation between the two properties, the rear elevation does not cut a line taken at 45° from the rear elevation of no 16. It is noted that the nearest ground floor window is a bay window which would increase light and outlook. Therefore, as the rear protrusion is not excessive in visual terms and taking in to account the increase in the height and depth at the rear and the orientation of the properties, the impact is considered to be acceptable.
- 8.24 In respect to loss of light, this neighbouring property is located to the east of the site and the proposed building would pass the 45 degree BRE test for loss of light to the rear elevation windows. The applicant has submitted a Daylight Study which based on the originally submitted application which concluded that the rear and side facing windows would retain at least 80% or more of their former daylight values and receive the minimum amount of available hours for sunlight both annually and in the winter months, therefore satisfying the minimum requirements set out by BRE Guidelines. It is not considered necessary for this report to be updated for the revised scheme given the positive findings of the original report, extent of the revisions and relationship and orientations of the site. It is noted that the report incorrectly refers to Window 1 of this neighbouring property as north facing as this is indeed north facing. However, it is noted that this window is obscurely glazed and from a staircase landing so no adverse loss of light is anticipated to this window.
- 8.25 There are side facing roof lights proposed however, as these are located at a high level and angled due to the roof slope they are therefore unlikely to result in either actual or perceived levels of overlooking and loss of privacy. The rear balconies are integrated on the rear elevation and screened at the sides to restrict direct side facing views to the neighbouring property. The ground floor side facing windows are obscurely glazed.
- 8.26 There would be a degree of overlooking to the rear garden as a consequence of the rear fenestration and location of the balconies, however this is not uncommon in a suburban location. Given the design, layout and separation between these properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.
- 8.27 A pathway runs along the shared boundary with this neighbour and the applicant has confirmed that a new side boundary fence will be proposed to 1.8 metres in height.

The plans have shown that a retaining wall would not be used here. This is considered to be a usual and suitable height for a side boundary fence and will suitably protect privacy of the neighbour from occupiers utilising the path. Details of the boundary fence will be secured by condition.

Ingleboro Drive

- 8.28 The rear portion of the south-eastern side boundary is shared with the side boundary of this neighbouring property and the rear car parking area is proposed along this boundary.
- 8.29 No loss of outlook, privacy nor an overbearing appearance is anticipated to this neighbour given the separation distances and existing boundary treatments. The proposed rear elevation is approximately 30m from the rear elevation of this property and at a significant angle.
- 8.30 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Any noise generated from the surface water pump is not anticipated to be unreasonable for a residential property. Subject to conditions the proposed development is not visually intrusive or result in a loss of privacy. Any impacts, including noise dust from construction works is anticipated to be temporary only. A construction management plan is secured by condition and this should cover ways to minimise amenity impacts to neighbouring occupiers during the construction phase.

Access and Parking

- 8.31 The site is located within a PTAL of 2 which is poor. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In Outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision which in this case would be 2 spaces per unit, although residential parking standards should be applied flexibly. The provision of 2 spaces is a maximum provision and a 1:1 ratio would be more in line with the London Plan and Croydon Plan to reduce the reliance on the car and meet with sustainability targets.
- 8.32 The scheme provides 4 off-street parking spaces across two parking areas, one at the front of the site adjacent to Mitchley Avenue (which includes a disabled bay) and one at the rear of the site adjacent to Ingleboro Drive, which would equate to less than a 1:1 provision in respect to the units proposed at the site. The applicant has provided a parking stress survey which has detailed that the surrounding surveyed streets have a parking stress of 45- 51%, and therefore are capable of accommodating any potential overspill of car parking generated by the proposed development, after taking in to account that parking on Mitchley Avenue would not be desirable.
- 8.33 The parking layout and access arrangement permits access and exit movements in forward gear and would be acceptable subject to a condition providing the suitable visibility splays and as such would not harm the safety and efficiency of the highway network. The presence of a bus request stop and street tree to the east of the access would not significantly affect highway safety.

- 8.34 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. The capacity of the cycle storage facilities would comply with the London Plan (which would require 12 spaces) and the store would be covered and provided at the rear with access from Ingleboro Drive. We would require further details of how the store will be secured, accessible, the type of stands used and the proposed materials used.
- 8.35 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Environment and sustainability

- 8.36 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.37 The site is at low risk of surface water flooding. Given the areas of hardstanding to be utilised as parking areas, permeable paving system should be incorporated as part of the scheme. This should accommodate surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. The detailed design can ensure that water leaves a storage tank at an appropriate rate to not have an unacceptable impact on the drainage network. This can be secured through a condition.

Trees and landscaping

- 8.38 There are no trees on site subject to a tree preservation order. The applicants have submitted an Arboriculture Report and Impact Assessment which highlights that nine category C trees will be removed from the site, all of which are considered to have a low amenity value. Given that these trees are not protected, their proximity to the existing dwelling and their low amenity value, officers have no objection to the loss of these trees subject to planting mitigation. The Arboricultural Report sets out requirements for level changes and construction methodologies near to third party trees, which are reflected in the design of the scheme. The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned.
- 8.39 The current landscaping plan highlights a number of shrubs and trees to be planted at the front and rear of the site. It is considered that the landscaping could be improved through a greater diversity of plant species, more appropriate species selection and introduction of low level plant beds instead of the compartmentalised hedging within the rear garden. As such a landscaping condition has been attached to ensure that the landscaping provided would provide suitable scheme at the site. There is adequate room for the amount of require play space.

Other matters

- 8.40 Representations have raised concerns that local schools, healthcare facilities and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL).

This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.41 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.
- 8.42 All other relevant policies and considerations, including equalities, have been taken into account.