

**PART 6: Planning Applications for Decision****Item 6.5****1.0 SUMMARY OF APPLICATION DETAILS**

Ref:	18/04840/FUL
Location:	36 Welcomes Road, Kenley, CR8 5HD
Ward:	Kenley
Description:	Conversion to form 7 flats (2 x 3 bedroom, 2 x 2 bedroom, 2 x 1 bedroom and x 1 studio). Alterations and formation of basement accommodation to include front and side light wells, creation of a lower ground floor entrance, erection of a single storey side and rear extension, installation of roof lights and side dormer extensions and provision of associated landscaping, refuse and cycle parking.
Drawing Nos:	02; 03; 04; 05; 06; 07A; 08A; 09A; 10A; 11A; 12A; 13A; 14A; 15A; 16A; 17A; 18A; 19A; 20A; 21; 22; Flood Risk & Basement Impact Assessment – Ref: C2035-R1-REV-A prepared by Nimbus Engineering Consultations and dated September 2018; Arboricultural Impact Assessment & Method Statement – ref: TH1769 prepared by Trevor Heaps Arboricultural consultancy Ltd and dated 17.10.2018; Daylight Assessment prepared by JMDC Services and dated 03.10.2018.
Applicant:	Mr Bruce Burkitt
Agent:	Mr Andrew Hollins, Hollins Planning Ltd
Case Officer:	Rachel Gardner

	<b>Studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed+</b>	<b>Total</b>
<b>Existing</b>	-	-	-	1 (5 - bed)	1
<b>Proposed</b>	1	2	2	2	7

*All units are proposed for private sale*

	<b>car parking spaces</b>	<b>cycle parking spaces</b>
<b>Existing</b>	2+	0
<b>Proposed</b>	7	13

- 1.1 This application is being reported to committee because 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. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Tree protection measures prior to any works
4. Construction logistics plan to be submitted
5. Materials to match
6. Details to be submitted – light well railings, retaining walls (detailed design, materials, planting), refuse store (appearance, materials), cycle store (appearance, materials, secure, covered), child play space, fencing of private amenity spaces.
7. Provision of M4(2) and M4(3) units
8. Detailed design of SuDS and flood risk mitigation
9. Contaminated land assessment to protect groundwater from pollution
10. 110 litre water usage
11. 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) Wildlife protection
- 4) 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:

- Enlargement of the existing basement, erection of front and side lightwells, a lower ground floor entrance, single storey side and rear extension, rooflight and side dormer extensions
- Provision of 7 on-site car parking spaces
- Provision of a refuse store
- Provision of a cycle store accommodating 13 cycles.

- 3.2 The scheme has been amended during the assessment period to show the retention of the existing planting along the front boundary, relocation of the cycle and bin store, enlargement of the bin store, provision of private amenity spaces for the lower ground/ ground floor flats and inclusion of 2 side dormer extensions. It was not considered necessary to re-consult the neighbours as the amendments did not materially alter the scheme.

### **Site and Surroundings**

- 3.3 The application site is located on the western side of Welcomes Road and comprises a detached dwellinghouse and two detached garages. The front part of the subject site

is relatively flat then increases in terraces, with the existing dwelling sitting substantially higher and the rear garden sloping up to the rear boundary. The existing dwelling is substantially screened from the street by dense planting along the front boundary and mature tree specimens within the front setback. The existing dwelling, and the southern adjoining property, No. 38 Welcomes Road are setback substantially front the street.

- 3.4 Welcomes Road is residential in character, predominately comprising detached dwellinghouses. Welcomes Road is relatively narrow and no on-street parking is provided. The site has a PTAL of 1b and it is located approximately 500m walking distance to Kenley train station. Two Tree Protection Orders (reference 166 and 187, dated from 1964) cover some trees on the site.



Fig 1: Aerial street view highlighting the approximate location of the subject site within the surrounding streetscene

## Planning History

- 3.5 None relevant.

## 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 alterations and extensions are appropriate
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The provision of on-site parking is considered acceptable given the site's proximity to public transport routes and planning policy which seeks to encourage the use of public transport.

- Mature tree specimens adequately protected through protection measures set out in the submitted Arboricultural report (and secured by condition)
- Sustainability aspects can be controlled by conditions

## 5.0 CONSULTATION RESPONSE

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

## 6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 18 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received in response to notification and publicity of the application are as follows:

No of individual responses: 44    Objecting: 42    Supporting: 2    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:

### Objections

Matter of objection	Officer comment
Overdevelopment of the site.	This is addressed in section 8.18 of this report
Flats are out of character with the area.	This is address in section 8.2- 8.4 of this report.
No affordable housing included in the scheme.	The scheme is a “minor” application which is not required to provide affordable housing.
Alterations and additions will disrupt symmetry with No. 38	The existing dwelling is not protected from redevelopment and the existing dwelling is not easily visible from the streetscene. This is addressed in paragraphs 8.6-8.9
Proposed extensions are unsympathetic with the existing house and streetscene.	This is addressed in section 8.6 – 8.9 of this report.
Poor level of quality of accommodation within the basement	This is addressed in section 8.17- 8.19 of this report.
Privacy and noise impacts to neighbouring properties.	This is addressed in section 8.25- 8.35 of this report.

Loss of views.	There are no views protected by the Proposals map attached to the Croydon Local Plan (2018) within the vicinity of the site.
Reduced safety to No. 9 Abbots Lane due to lack of boundary fencing.	This is addressed in section 8.34 of this report.
Loss of trees, grass verges and hedging.	This is addressed in section 8.50 – 8.53 of this report.
Loss of wildlife.	This is addressed in section 8.53 of this report.
Impact from construction works – traffic, noise and dust.	This is addressed in section 8.47 of this report.
Inadequate location and capacity of the bin store.	This is addressed in section 8.45 of this report.
Large extent of hard surfaced car parking area.	This is addressed in section 8.12 of this report.
Insufficient on-site car parking and safety concerns when cars park on the street.	This is addressed in section 8.37 – 8.43 of this report.
Inability of emergency vehicles to access the site	This is addressed in section 8.40 of this report.
Increased risk of flooding	This is addressed in section 8.46 – 8.49 of this report.
<b>Matter of support</b>	
Retains the existing house	This is considered beneficial, being a well-designed building.
Sympathetic extensions	This is addressed in paragraphs 8.12 – 8.13
<b>Procedural or non-material comments</b>	
Impact on underground sewer and drains	Thames Water, as statutory undertaker would be consulted on new connections to the sewerage network
Road foundations inadequate	Being a private road, this is a private matter but in any case a Construction Logistics Plan is required by condition
Infrastructure unable to meet demand	The scheme would be liable to pay Community Infrastructure Levy towards provision of infrastructure

For developer profit and negatively impacts house prices	Not a material planning consideration
Other areas need to be developed before Kenley	Kenley, and the suburbs in general, have been identified as being suitable for sustainable growth

## 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
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM40 – Kenley and Old Coulsdon

## 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 to consider 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, flooding 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 subject dwelling is greater than 130sq.m and comprises more than 3 bedrooms as originally built and therefore this dwelling is not protected by this policy. Nevertheless the proposal provides two three-bedroom units, which the borough has an identified shortage of.



- 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 proposal involves alterations and additions to the existing detached property, including the enlargement of the existing basement, formation of a new entrance at lower ground floor level, erection of a ground floor rear extension (including replacement of the existing), a ground floor side extension, front and side lightwells, side dormer extension and rooflights.
- 8.7 The existing Edwardian building is proposed to be retained and officers support this as it is an attractive building and appears to be in fairly good condition. It is not subject of any statutory protections.



Fig 2: Picture of the existing dwelling and front retaining walls behind the existing car parking area

- 8.8 The existing building sits higher than the car parking area to the front of the dwelling. The proposal involves cutting into the existing stone retaining wall to provide a new entrance at lower ground level in order to provide accommodation, level access and the core (including a lift) at this level. The existing stone material would be retained and the new part of the wall right at the new entrance would be stepped to provide opportunity for planting and reduce the visual dominance of the retaining wall here. Officers have no objection to this given the retaining wall is existing and the stone material would be retained with planting in order to soften the appearance of this. A



condition is recommended to ensure final details of the appearance of this area and retaining walls.

- 8.9 New lightwells are proposed at the front and side of the building and whilst lightwells don't appear to be common characteristics of Welcomes Road they are features of the existing building, they are considered to be modestly proportioned and will not be visible from the street scene (given that the building is setback over 40m from the street and there is dense planting within the front setback). The metal railings of the lightwells are sympathetic to the host building and are supported.



Fig 3: Picture showing the existing (and proposed) entrance to the site and screening of the dwelling.

- 8.10 The proposed upper ground floor rear extension would replace an existing rear extension and be 9.3 metres in depth, 9 metres in width, 2.3 metres to the eaves and 3.6 metres in overall height. The proposed upper ground floor side extension is to the southern side of the building and would be 2.6 metres in width from the side wall of the existing building and be approximately 8 metres in depth. The side extension would be a maximum 3.9 metres in height. The proposed extensions would be sympathetic to the host building as they are single storey in height, appear to have a pitched roof, retain existing attractive features of the building and be constructed in materials to match the host building. Whilst the extensions are slightly larger than what would be strictly allowed under SPD2, it is noted that the rear extension replacing an existing rear extension and the extensions are sufficiently setback from the site boundaries so as to reduce the potential for any amenity impacts to neighbouring properties.
- 8.11 The proposed side dormer roof extension would not dominate the roof slopes as they are set down from the ridge and setback from the eaves and side. The pitched roof

form is in accordance with the original roof form of the property. Matching materials will be secured by condition. The proposed rooflights are modestly proportioned and generally aligned with the fenestration below.

- 8.12 The proposal does not involve any changes to the front boundary and the revised plans have shown that the existing dense planting along the front boundary is proposed to be retained. This is considered suitable in retaining the leafy character of the street, providing privacy to the communal area at the front of the site and also screening the development from the street.
- 8.13 The revised plans have shown that the cycle store would be located adjacent to the car parking area and would accommodate 13 cycles. The store is conveniently located and provides an adequate number of cycles. Details of the store's size, appearance and materials will be secured by condition.
- 8.14 The proposed bin store is suitable positioned along the driveway within maximum pulling distances (20m) to the street. The bin store is of sufficient capacity for the proposed development however details of the size, appearance and materials will be secured by condition. Given the setback from the street and substantial planting within the front setback and along the front boundary the refuse store is not anticipated to be highly visible from the street.
- 8.15 The hard standing area currently utilised for car parking is proposed to be enlarged with designated parking spaces set out. Officers have no objection to this as the principle of parking within the front area has already been established by the existing condition, and the car parking area is adequately screened from the street by mature trees and substantial planting along the front boundary.
- 8.16 A representation has been received raising concern that the proposal is an overdevelopment of the site. The proposal retains the existing building and proposes small scale extensions. Flatted development has already been accepted in principle along Welcomes Road and the site is considered capable of accommodating this scale of development.

### **Housing Quality for Future Occupiers**

- 8.17 All the units of the proposal would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and are acceptable.
- 8.18 The proposed flats all benefit from good levels of outlook and level of light. None of the flats are contained solely within the lower ground floor level as 4 of the flats would be split across the lower ground and ground floor level.
- 8.19 A Daylight Assessment has been submitted with the application in relation to the accommodation located within the lower ground level. The assessment has confirmed that all the habitable rooms at lower ground floor level would achieve above the minimum guidelines for Average Daylight Factor (ADF) and all but one bedroom on the lower ground floor would have over 80% of the room receiving direct light from the sky. The report has confirmed that bedrooms are generally excluded from the above requirement, however calculation is still worthwhile and gives a better understanding of the overall daylight distribution. In this case, Bed 02 in Flat 1 is only just under the threshold at 72.91%, and has an ADF of 1.79, so for a bedroom it would still be naturally well lit.

- 8.20 In regards to the studio flat, the existing rear facing window at second floor level has been enlarged, and the proposal involves 2 side facing dormer windows and a number of rooflights to provide a good level of outlook and levels of light to this flat.
- 8.21 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. The 4 lower ground and ground floor flats would benefit from private amenity space which would far exceed these minimum private open space requirements. The 3 upper floor flats would not benefit from private amenity space and this is considered acceptable in this instance given the constraints with converting an existing building and the large amount of good quality communal open space across the site. Details of the boundary treatment to the private amenity spaces would be secured by condition to ensure that these spaces are private.
- 8.22 The proposal benefits from a large communal garden at the front and rear of the site with child play space provided at the front of the site, within the southern corner. The quantum of child play space is compliant and further details of the play space in terms of the nature of the play space, appearance and materials would be secured by condition.
- 8.23 The proposal has incorporated a lift which is welcomed by officers. It is considered suitable to impose a condition requiring the first and second floor flats as M4(3) compliant units.
- 8.24 The development is considered to result in a high quality development including two 3-bedroom family units all with adequate amenities and provides a good standard of accommodation for future occupiers.

### **Residential Amenity for Neighbours**

- 8.25 The properties that have the potential to be most affected are the adjoining properties at 34 and 38 Welcomes Road and 9 Abbotts Lane.

8.26 The following shows the existing and proposed block plan and relationship to neighbouring occupiers.

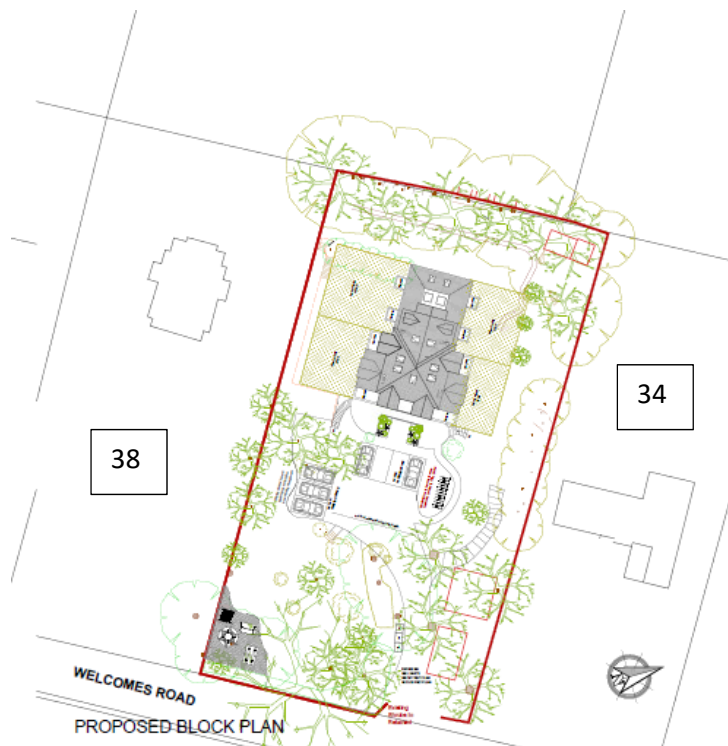


Fig 3: Existing and proposed block plan showing relationship of the existing and proposed development with the neighbouring properties.

#### 34 Welcomes Road

8.27 No. 34 is located to the north of the subject site and the dwelling sits substantially closer to Welcomes Road than the proposal. No adverse loss of light or outlook is anticipated to result to this neighbour given that the proposed side extension is to the southern side of the subject building and the proposed rear extension is positioned over 25 metres from the nearest point of this neighbouring property. Additionally it is noted that there is dense screening between these two properties which is proposed to be retained.

8.28 The only additional windows along the northern side elevation are at ground floor level (including reducing the overall size of an existing window) and a proposed new side dormer window. The proposed new ground floor windows are not anticipated to result in an adverse loss of privacy given their ground floor location, they are adjacent to the private amenity area of this neighbouring property and are setback approximately 16 metres from the shared boundary. Similarly, the side dormer window is modestly proportioned, and whilst it is at a high level it is setback over 16 metres from the shared boundary so it is not anticipated to result in increased overlooking opportunities, particularly with the existing landscaped screening.

#### 38 Welcomes Road

8.29 No. 38 Welcomes Road is located to the south of the subject property and the dwelling on this neighbouring property is generally aligned with the subject building.

- 8.30 The proposed side and rear extension is setback over 20 metres from the nearest point of this adjoining property and 10 metres from the shared boundary. Given the massing and positioning of the proposed extensions, as well as the orientation of the site and relationship to this neighbour, no adverse amenity impacts in terms of loss of light and outlook would result to this neighbour.
- 8.31 The only additional windows along the southern side elevation are at ground floor level (including reducing the overall size of an existing window) and a proposed new side dormer window. The proposed new ground floor windows are not anticipated to result in an adverse loss of privacy given their ground floor location, and are setback approximately 10 metres from the shared boundary. Similarly, the side dormer window is modestly proportioned, and whilst it is at a high level it is setback over 10 metres from the shared boundary so it is not anticipated to result in increased overlooking opportunities, particularly with the existing landscaped screening.

### 9 Abbots Lane

- 8.32 No. 9 Abbots Lane is located to the rear of the site and given the slope of the land, it sits significantly higher than the dwelling at the subject site. The proposed ground floor rear extension replaces an existing ground floor extension of the same depth however, the proposed extension is approximately 4 metres less in width than the extension to be replaced. Given the land level changes, significant separation distance, existing shared boundary screening, orientation of the sites and modest additional massing of the extension, no adverse loss of light and outlook are anticipated to result to this neighbour.
- 8.33 The rear elevation incorporates an enlarged window at second floor level and this is not anticipated to result in any increased opportunities for overlooking considering that this is an existing window at will actually appear at ground floor level from this adjoining property given the land level changes. Furthermore, the dense planning along the rear boundary is proposed to be retained and therefore this will restrict any potential overlooking opportunities.
- 8.34 A representation raised concern that the proposal would result in security issues to this property given the lack of boundary fencing. It is noted that the existing situation does not include a boundary fence and therefore the proposal would not worsen this existing condition. However, it is noted that there is dense screening along the shared boundary. Officers are not aware of any reasons why this proposal would result in antisocial behaviour to this neighbouring property and boundary fencing would be required by condition.
- 8.35 The proposed development is likely to generate additional comings and goings to/ from the site however, the additional noise levels associated with this is not anticipated to be beyond what would be expected within residential areas.
- 8.36 It is noted that the during the construction phases of the development that the neighbours may be subject to additional noise and disturbance. However, these impacts are anticipated to be short term only and these matters can be controlled through environmental health legislation. Nevertheless, it is considered prudent to impose a condition requiring a construction management plan which amongst other things, should incorporate details of how impacts to neighbouring properties will be minimised during this phase of development.



## **Access and Parking**

- 8.37 The site is located within a PTAL of 1b which is considered to be very poor. Welcomes Road is narrow, private and no on-street parking is provided along this Road. However, the site is located within 500m walking distance to Kenley train station and bus stops serving the 434 bus route.
- 8.38 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.
- 8.39 The scheme provides 7 off-street parking spaces within the extended existing hard surface car parking area to the front of the building, which would equate to 1:1 provision in respect to the units proposed at the site. This is considered acceptable with consideration to maximum car parking provisions and sustainability targets.
- 8.40 The proposal re-uses the existing vehicle crossover, driveway and parking area to the front of the building but proposes to extend the hard paved area to accommodate the additional parking. The parking layout and access arrangement permits access and exit movements in forward gear and would be acceptable. As no change is proposed to the access and driveway, and it is capable of accommodating a number of vehicles including emergency vehicles.
- 8.41 Objections have been received detailing that the lack of on-site parking would result in people parking on Welcomes Road, causing undue obstruction to road. The amount of off-street parking is considered to be acceptable. Should parking on the road occur this would be subject to other controls as a private road.
- 8.42 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.
- 8.43 The capacity of the cycle storage facilities would comply with the London Plan (which would require 13 spaces) and the revised plans have conveniently located the store to the front of the building and adjacent to the hard stand car parking area. Further details of the store, including the appearance, materials size and type of stands size will be secured by condition. The cycle store would need to be covered and secure.
- 8.44 The revised plans have relocated the bin store adjacent to the driveway which is within maximum pulling distances of 20metres from the street. Furthermore, the proposed bin store is capable of accommodating the required minimum capacity for the proposed development, which is 980 litres of landfill, 896 litres of dry recycling and 68 litres of food waste. Details of the store, including the size, materials and appearance will be secured by condition.
- 8.45 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be required before commencement of work, particularly given the narrowness of Welcomes Road and number of mature trees on the site and this could be secured



through a condition. This should also outline measures to minimise noise and dust impacts.

### **Environment, flooding and sustainability**

- 8.46 Conditions can be attached to ensure that the mains water consumption would meet a target of 110 litres or less per head per day.
- 8.47 The subject site is located within Flood Risk Zone 1 and is at very low risk of surface water flooding. The applicant has submitted a Flood Risk Assessment which has detailed that the front of the site is shown to be at a low to high risk of flooding which is caused by this area being much lower than the surrounding properties. The Environmental Agency's mapping shows that the highest depth of flooding in an extreme storm event would likely be between 300 to 900mm. The Flood Assessment states that to ensure that the surface water run off collecting in Welcomes Road is reduced that a slot drain should be installed at the front boundary of the site. This will be secured by condition.
- 8.48 The Flood Risk Assessment Statement also recommends a number of measures to be installed to minimise flooding risk to the basement, which includes making it watertight with waterproof membrane, pumps to remove excess water and other measures such as use of water resistant paint, location of power sockets above finished floor level etc. These mitigation methods will be secured by condition. It is noted that none of the proposed flats are located completely at basement level which is considered suitable in minimising impact to habitable rooms at this level.
- 8.49 The subject site is located within a surface water and critical drainage area. The submission details that slot drains, raingarden planters, rainwater harvesting tanks and porous materials will be utilised to reduce the surface water runoff rate from the existing condition. Further details of the proposed SUDs provision will be secured by condition. The site is also located within an area of groundwater protection for drinking purposes, so a condition is recommended to secure a contaminated land assessment prior to commencement of development.

### **Trees and biodiversity**

- 8.50 There are two historic Tree Protection Orders covering the site, which are "area" orders which protect all trees present when the order was made in 1964 – but not ones planted or grown since then. An Arboricultural Impact Assessment and Method Statement has been submitted with the application and it details that the site is already well-stocked with trees and the proposal involves the removal of five small trees, two mature shrubs and a line of Laurels, all of which are considered to be Category C trees. Council's arboricultural officer raised no objection to the proposal and the loss of the five small trees, two mature shrubs and a line of Laurels as it appears they were not present when the order was made. Conditions are recommended requiring the protection measures detailed within the submitted Arboricultural Impact Assessment and Method Statement being erected prior to any other works commencing on the site. This has been included in the recommended conditions.

- 8.51 Council's Arboricultural Officer has confirmed that there is little need for replacement planting given the amount of mature prominent specimens within the site.
- 8.52 The revised plans have shown that the dense planting along the front boundary is to be retained.
- 8.53 The application site is not located near a Site of Special Scientific Interest or a Site of Nature Conservation Importance (SNCI). On the officer's site visit there was no evidence to suggest that any protected species are on site. It is recommended that an informative be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

### **Other matters**

- 8.54 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**

- 8.55 The principle of development is considered acceptable within this area. The scheme is acceptable in relation to design, quality of accommodation, residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.
- 8.56 All other relevant policies and considerations, including equalities, have been taken into account.