

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

Ref:	18/03774/FUL
Location:	120 Hayes Lane, Kenley CR8 5HR
Ward:	Kenley
Description:	Demolition of a single-family dwelling and erection of a 3-storey building of 9 apartments with associated access, 7 parking spaces, cycle storage and refuse store.
Drawing Nos:	CX04-S1-101A; CX04-S1-102; CX04-S1-103B; CX04-S1-104B; CX04-S1-105B; CX04-S1-106B; CX04-S1-107; CX04-S1-109A; CX04-S1-110B; CX04-S1-111; CX04-S1-112 and CCL09975/PPP Rev 1
Applicant:	Mr Haris Constanti of Aventier Ltd
Case Officer:	Robert Naylor

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision		6	1	2		9

- 1.1 This application is being reported to committee because the ward councillors (Cllr Jan Buttinger and Cllr Steve O'Connell) have made representation in accordance with the Committee Consideration Criteria and requested committee consideration. Furthermore, 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. No works until details facing materials
3. Refuse/Cycles/Boundary
4. Details of car parking
5. Hard and soft landscaping to be submitted
6. 19% reduction in CO2 Emissions
7. 110l Water Restriction
8. Permeable forecourt material
9. Trees – Details in accordance with AIA

10. Tree Protection Plan required
11. Visibility splays
12. Construction Logistics Plan
13. Time limit of 3 years
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 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:

- Demolition of existing detached house
- Erection of a three storey building which includes accommodation in roofspace
- Provision of 7 x two bedroom flats (6 x 3 person and 1 x 4 person) and 2 x three bedroom flat that fronts Hayes Lane.
- Provision of 7 off-street spaces including one disabled bay accessed via Hayes Lane.
- Provision associated external refuse/cycle stores

3.2 The scheme has been amended during the application process and has been re-consulted. The amendments to the scheme are detailed as follows:

- Internal alterations to create an additional 3 bed unit on ground floor and the conversion of unit 4 from a 2 bed 3 person unit to a 2 bed 4 person unit
- An additional rear single storey addition
- Introduction of recessed balconies at the top floor level to units 7 and 8
- Changing the materials of the balconies from brick detailing to railings

Site and Surroundings

3.3 The application site is situated on the west side of Hayes Lane almost opposite the junction with Abbots Lane and is occupied by a fairly large two storey detached single family dwelling house and associated out buildings.



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

- 3.4 The site is located in a mainly residential area, although the site is located in close proximity to Hayes Primary school. The surrounding area is a mixture of a number of differing styles of property although mainly at two storey and three storey units. However, the appearance in the vicinity appears to be one of mainly more two storey units. The site is located within a critical drainage area in respect to surface water.

Planning History

- 3.5 There is no planning history associated with the site

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development provides an appropriate mix of units including two three-bed units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development subject to conditions would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions would not have an adverse impact on flooding.
- 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 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups (KENDRA) etc in response to notification and publicity of the application are as follows:

No of individual responses: 151 Objecting: 151 Supporting: 0 Comment: 0

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

Summary of objections	Response
<i>Traffic and Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at Section e) – paragraphs 8.32 – 8.34
Not enough off-street parking	Addressed in the report at Section e) – paragraphs 8.32– 8.34
Negative impact on highway safety	Addressed in the report at Section e) – paragraph 8.35
Danger to the local school	Addressed in the report at Section e) – paragraph 8.35
Inadequate refuse and recycling provision	Addressed in the report at Section e) – paragraph 8.38
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at Section a) – paragraphs 8.7 – 8.8
Poor quality development	Addressed in the report at Section d) – paragraphs 8.27 – 8.31
<i>Design</i>	
Out of character	Addressed in the report at Section b) – paragraphs 8.10 – 8.17
Massing too big	Addressed in the report at Section b) – paragraphs 8.10 – 8.17
Visual impact on the street scene (Not in keeping)	Addressed in the report at Section b) – paragraphs 8.10 – 8.17
Loss of trees – Semi rural feel	Addressed in the report at Section f) – paragraphs 8.39 – 8.42
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at Section c) – paragraphs 8.18 – 8.26
Loss of light	
Loss of privacy	Addressed in the report at Section c) – paragraphs 8.18 – 8.26
Overlooking	Addressed in the report at Section c) – paragraphs 8.18 – 8.26

Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at Section c) – paragraphs 8.18 – 8.26
<i>Other matters</i>	
Construction disturbance	Addressed in the report at Section e) – paragraph 8.36 and Section h) paragraph 8.46
Impact on wildlife	Addressed in the report at Section f) – paragraphs 8.43
Impact on flooding	Addressed in the report at Section h) paragraph 8.45
Local services cannot cope	Addressed in the report at Section h) paragraph 8.47
Sets a precedent for similar development	Not a material planning consideration
No consultations prior to application	Not a material planning consideration

6.3 Kenley & District Residents Association (KENDRA) made the following representations:

- Poor access to public transport
- Poor parking quality and parking design
- Not a high standard of design
- Overdevelopment (Scale and massing)
- Lack of private amenity
- Lack of green space (not in keeping with streetscene)
- Under provision of refuse store
- Lack of light to second floor residents
- Future residents will maximise parking provision
- Construction Management Plan is in adequate

6.4 The following Councillors made representations:

- Cllr Jan Buttinger (Kenley ward)
 1. Overdevelopment of the site
 2. Out of keeping with the area
 3. Inadequate parking.
 4. Loss of trees and damage to the rural nature of the area.
- Councillor Steve O'Connell (Kenley ward)
 1. Lack of on site parking.
 2. Change of character.

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 New Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), 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;
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

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
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 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
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM40 – Kenley and Old Coulsdon

7.6 Draft Supplementary Planning Document (SPD2) 2018

SPD2 is a draft suburban design guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014

8.0 **MATERIAL PLANNING CONSIDERATIONS**

8.1 The principal issues of this particular application relate to:

- a) The principle of the development;
- b) Impact of the development on the character and appearance of the area;
- c) Impact on residential amenities;
- d) Standard of accommodation;
- e) Highways impacts;
- f) Impacts on trees and ecology;
- g) Sustainability issues; and
- h) Other matters

a) The principle of development

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.

8.3 The main character types are “Detached Houses on Relatively Large Plots” and “Planned Estates of Semi-Detached Houses”. The residential character is reinforced by consistent building lines and setbacks that create large green front gardens or (in the case of flatted development) front and rear green areas with tree planting.

- 8.4 Kenley has been identified as an area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness. The character of the area wooded hillside residential settlements retaining their suburban character.
- 8.5 The proposal whilst providing a flatted development it has been designed to appear as a large detached dwellinghouse in order to appear more in keeping with the character of the surrounding area. The scheme does involve the removal of four trees at the front of the site (See section f below) however these are of low amenity value and the loss of these will be mitigated through the provision of replacement trees and shrubs to retain the green character at the front.
- 8.6 The Croydon Local Plan (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 less than 130 sqm. The existing unit is a 4 bed and would be significantly over the floorspace threshold and furthermore the development would provide two 3 bed 4 person units at the ground floor and an additional 2 bed 4 person unit in the upper floor which are considered family units. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes. The overall mix of accommodation, given the relatively small size of the site which limits the number of larger units that can be realistically provided and as there would be a net gain of family accommodation.
- 8.7 In respect to the density of the scheme representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 0 and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) and the proposal would be in this range at 200 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. These considerations have been satisfactorily addressed.
- 8.8 Furthermore, it is significant that the Draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve housing numbers. Given that Kenley and Old Coulsdon have been identified as an area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness, the scheme would accord with the policy aims.
- 8.9 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.
- b) *The effect of the proposal on the character of the area and visual amenities of the streetscene*
- 8.10 The existing property is not protected from demolition by existing policies and it's demolition is deemed acceptable subject to a suitable replacement designed building being agreed. The proposal seeks to demolish the existing large detached

dwellinghouse and replace with 9 apartments within a single building. The scheme has been specifically designed to resemble a large detached property, rather than read as a block of flats, in order to appear more respectful to the streetscene.

- 8.11 The Croydon Local Plan has a presumption in favour of three storey developments, and the application seeks to provide a three storey property providing a high quality development that respects the pattern, layout and siting in accordance with Policy DM10.1. The development is deeper than the existing however is generally representative of the existing building line and would appear as a large detached unit rather than a block of flats. It is acknowledged that the height and the massing of the development have been increased however, given the heights of the adjoining detached dwellings the additional floor contained within the roof space is not out of keeping in the overall setting of the area.
- 8.12 The amended scheme has provided a single storey extended element on the rear elevation adjoining number 118A Hayes Lane which would exceed the 45 degree line on plan view but not in elevation. The main bulk in regard to the three storey element would not exceed the 45 degree plan view and would not have a dominant visual impact.

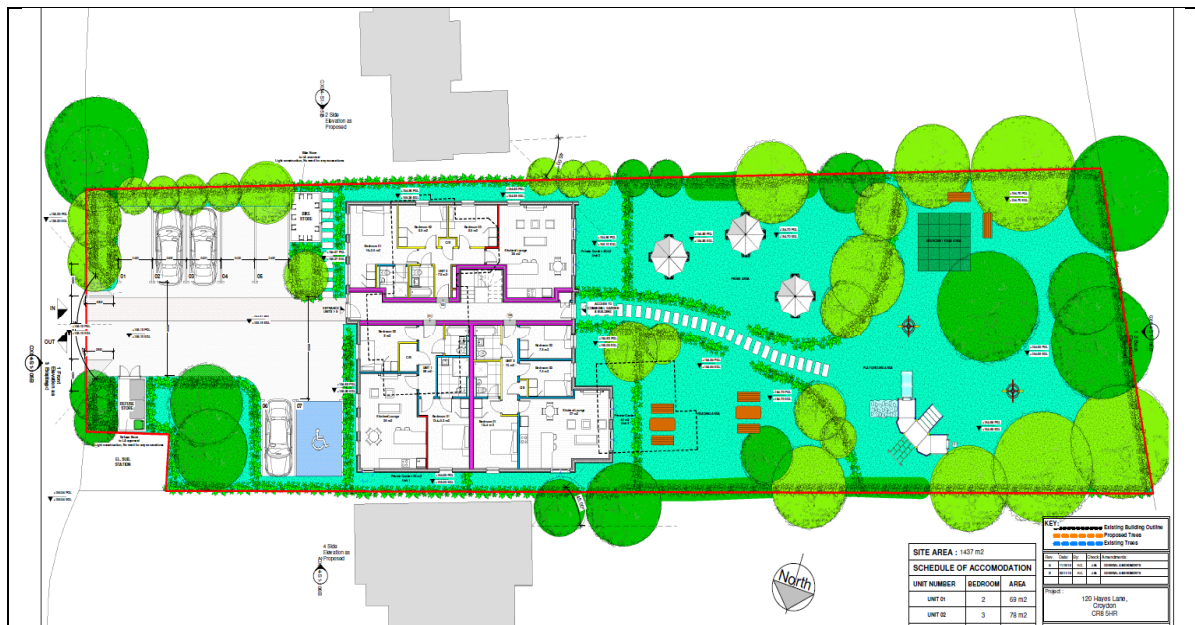


Fig 2: Ground floor plan proposed site showing proposal in relation to neighbouring properties

- 8.13 Generally, the materials specified are in-keeping with the character of the area and the design of the building incorporates a traditional styled appearance, albeit using more contemporary materials, consisting of two gables to the front elevation and pitched roof forms and appropriate materials (face brick including decorative brick courses, white uPVC framed windows, interlocking double plain grey tiles and render which can be secured through a condition) with an adequate balance between brick and glazing and appropriate roof proportions.



Fig 3: Proposed front elevation within the surrounding streetscene



Fig 4: Proposed rear elevation within the surrounding streetscene

- 8.14 As with many of the developers schemes, the proposal seeks to provide the majority of car parking off-street (see section e below) through the provision of parking within the forecourt of the building, which is not out of keeping with regard to the surrounding character. The majority of properties located in Hayes Lane have off-street parking and associated hardstanding interspersed with areas of green delineating properties and boundaries. The proposal seeks to replicate that through the provision of additional trees and shrubs as highlighted in the landscaping scheme which would provide a degree of screening at the front of the site in order not to cause undue harm to the character or setting of the building.
- 8.15 There is an existing substation adjoining the site at the front and the location of the refuse store adjoining this unit will rationalise its location outside the footprint in a conveniently location which subject to conditions in respect to the design and appearance would be unobtrusively located within the setting of the building in accordance with DM10.2.
- 8.16 The lack of pavement in front of the property is characteristic of this section of Hayes Lane and so does not make the scheme unacceptable. Within the site boundary the proposal provides adequate pedestrian connectivity across the proposed forecourt.
- 8.17 The proposal has been designed to resemble a large house on a large plot rather than a block of flats as indicated by representations. It responds to the local setting and the siting of adjoining buildings and is a sensitive intensification of the built form of the site. Having considered all of the above, against the backdrop of housing need and the identification of Kenley and Old Coulsdon as an area of sustainable growth, officers are of the opinion that the proposed development would comply with the objectives of the above policies and draft SPD2 in terms of respecting local character.

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

- 8.18 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties that are most affected are the adjoining properties at 118a and 122 Hayes Lane and 22 Pondfield Road to the rear of the site.

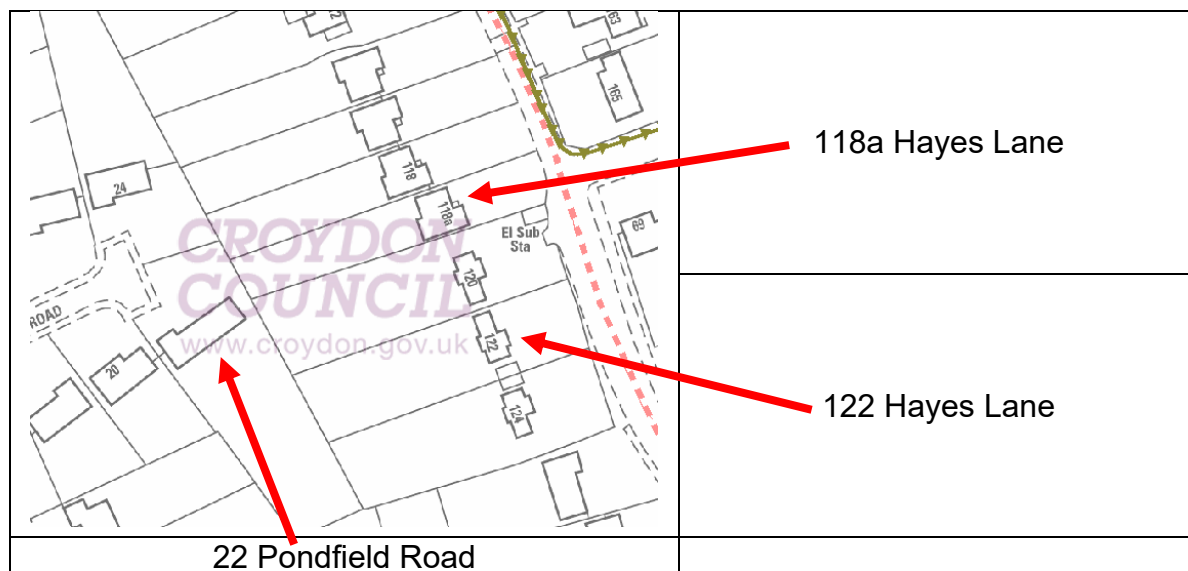


Fig 5: Plan highlighting the relationship with the adjoining occupiers.

118a Hayes Lane

- 8.19 In terms of impacts on 118a Hayes Lane the front building line of the proposal is akin to the building line of this property and would not appear overbearing or out of keeping in this regard. Furthermore it should be noted that the overall building line at the front of the properties in this stretch of Hayes Lane are not consistent and there is a notable variation, as such it is out of keeping and would not have a significant impact on the amenities of the adjoining property.
- 8.20 The adjoining property is on a similar ground level and the front building line of the proposal is akin to this existing building line with 118a Hayes Lane and unlikely to impact on amenity here. The main increase in depth is experienced at the rear of the site, where the single storey element exceeds the 45 degree line. However, this boundary is heavily vegetated and this can be secured through a condition.



Fig 6: Photos to show existing relationship with the adjoining occupiers at 118a Hayes Lane.

- 8.21 The main increase in the overall mass of the proposal (three storeys) at the rear of the site, where it is proposed to be approximately 3.3m deeper than the existing property adjacent to this shared side boundary. This element of the scheme would pass the 45 degree BRE test for loss of light to the rear elevation windows and 118a is located to the north of the site. Furthermore, as mentioned there is well-established vegetation along this boundary which would help mitigate any issues of overlooking at ground floor level and break up the bulk of the proposal to an extent.

122 Hayes Lane

- 8.22 In terms of impacts on 122 Hayes Lane the front building line of the proposal sits forward of the existing building line with this property by approximately 3.4m, however this would not bisect the 45 degree line and would not be considered overbearing or dominant. Number 122 also has been subject to applications for two storey rear extensions that have been approved under various permissions and built out. The main increase in bulk of the proposal adjoining this property is at the rear, being approximately 4.4m deeper than the existing rear elevation of 122 Hayes Lane. The buildings would be separated by 3.0m and the proposal would not cut a line at 45° in plan form, hence the impact is considered acceptable. 122 Hayes Lane has a large garden area and so the proposal is not considered to result in a significant sense of enclosure to the garden.



Fig 7: Photos to show existing relationship with the adjoining occupiers at 122 Hayes Lane.

- 8.23 In respect to the overlooking this property has no windows in the flank elevation at the upper floors. The proposal would provide two high level windows at first floor and four high level roof lights. The first floor side windows have a cill height of 1.8 metres and as the roof lights are high level so it is unlikely that they would provide either actual or perceived levels of overlooking and loss of privacy. Nevertheless it is considered prudent to condition obscure glazing to ensure that any future overlooking is mitigated along the flank elevations.

22 Pondfield Road

- 8.24 This property is located at the rear of the site in excess of 35m from the rear of the proposal and given the separation between these properties no significant impact would occur.

- 8.26 In regard to noise and disturbance the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site given the proposal is for a single dwellinghouse. The use would intensify the vehicular movement at the site, but this would not be significant given the surrounding residential area. Overall subject to suitable conditions any harm to amenity can be mitigated in accordance with policy DM10.6.

d) The effect of the proposal upon the amenities of future occupiers

- 8.27 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standard and would contribute to the Boroughs housing need.
- 8.28 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 ground floor units which include both three bedroomed units have access to private amenity spaces. In regard to the upper floors other than Units 6 and 9 (at first and second floors respectively) the remaining units have access to private amenity space via recessed balconies. In respect to Units 6 and 9 these would have access to the large communal garden area at the rear of the site.
- 8.29 The local plan also requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. In terms of the child play space the scheme would need to provide 11.76 sqm based on the population yield calculator. There has been an area located on the plans in respect to the play area provision and this can be secured through a condition.
- 8.30 In terms of accessibility, level access would be provided from the front door to the ground floor units which include the 3 bedroom units. 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 others should be M4(2), this can be secured by condition. A disabled space is proposed for the parking area.
- 8.31 The development is considered to result in a high quality development including family units all with adequate amenities and provides a good standard of accommodation for future occupiers in accordance with policy.

e) Traffic and highway safety implications

- 8.32 The Public Transport Accessibility Level (PTAL) rating is 0 which is the worst PTAL rating. The scheme seeks to provide 7 off street parking bays. 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.

- 8.33 The provision of 2 spaces is a maximum provision and a 1 for 1 ratio for off-street spaces would be more in line with the London Plan and Croydon Plan targets reduce the reliance on the car and meet with sustainability targets. The current scheme provides 7 off-street car parking spaces which does not meet the requirements, however this is due to the retention of the trees and vegetation to ensure that the site remains in keeping with the street scene. 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.
- 8.34 There is currently unrestricted on-street parking provision at the site, given that the site is located within a suburban residential area. The applicants have undertaken a parking stress survey which has used the Lambeth methodology, which highlighted that many dwellings enjoying large driveways with plenty of secure off road parking, thus reducing the demand for on-street parking. The parking survey indicates that the stress occupancy over the surveyed days ranged from 33% - 36% respectively, which indicates that there would be sufficient on-street capacity to accommodate any potential overspill indicating that parking stress would be low to moderate.
- 8.35 In respect to highways safety, the scheme provides 7 off-street parking spaces these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions. Despite representations that there will be an increase in the level of accidents in the area and impact on highway safety including the local school, the road accident statistics indicate that since 2001 there have been two road accidents within a 200m radius of the site. Given the proposal utilises the existing entrance, the network and transport impacts associated with the developments on traffic and transport would be negligible and it is unlikely to have a significant impact on highway safety.
- 8.36 During demolition and construction phase of the development delivery and construction vehicles load and off load supplies and materials within the site; in order not to impede free movement of road traffic within its immediate vicinity and this would need to form part of the detailed construction method statement.
- 8.37 The proposal will provide a new vehicular access to the site and vehicles would be able to access and exit the site in forward gear, and splays have been provided to ensure that highway visibility splay standards and turning heads are incorporated into the rear car parking area and can be secured through a condition. As such the development it is not considered to harm the safety and efficiency of the highway network.
- 8.38 Cycle storage facilities would comply with the London Plan (requiring 18 spaces), and officers are satisfied that there is capacity to accommodate the required number which could be secured through planning condition. The provision of refuse storage has been demonstrated on the plans and has been found acceptable subject to materials to be approved by condition.

f) Impact on trees and wildlife

- 8.39 The existing site is heavily vegetated and provides a number of well-established trees and shrubs adding to the overall amenity value and also providing a good degree of

screening at the site particularly at the front. There are three trees subject to a Tree Protection Order (TPO 59, 2008) at the front of the property which include two Cypress trees and a Japanese maple which are all category B trees. The scheme proposes to retain the Japanese maple and the forecourt parking has been designed around that. However, the scheme would require the removal of the two category B Cypress trees (G3) and two category C trees (T11 and T12) at the front of the site, with the removal of a further category C tree from G5 at the rear.

- 8.40 The applicants have submitted an Arboriculture Report and Impact Assessment which has been assessed by officers who consider that the removal of the two category B Cypress trees would be acceptable given that they are of reduced amenity value and therefore would not be included within a new TPO. Given the small number of tree removals and assessment of the new tree planting schedule / landscaping there are sufficient number of new tree planting is proposed to mitigate the loss of those removed in accordance with policies DM10.8 and DM28.

Proposed Layout (Pale Green)

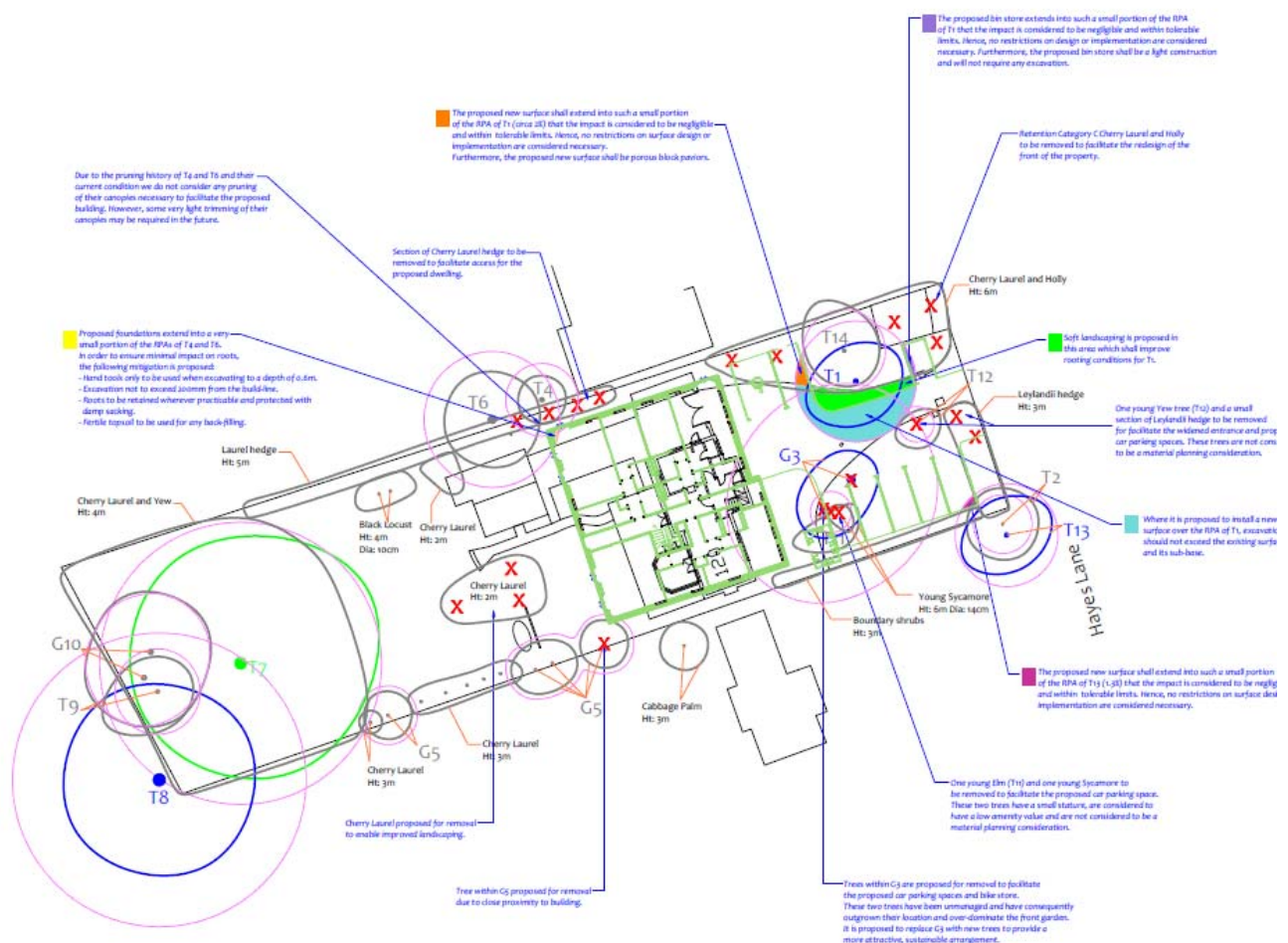


Fig 9: Extract from tree survey showing trees to be removed (marked as X's)

- 8.41 Concerns have been raised in respect to T6 (False Acacia) to the rear that would be effected by the amended single storey element at the rear, however it is officers view that the subject specimens is of poor condition with heavy historic pruning and would not be worthy of retention or preservation if it was situated on the subject site.

- 8.42 The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned and it is also requested that a detailed tree protection plan is submitted which can also be conditioned.
- 8.43 With regard to wildlife, it is recommended for an informative to 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.

g) Sustainability issues

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

h) Other matters

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

Conclusions

- 8.48 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.
- 8.49 All other relevant policies and considerations, including equalities, have been taken into account.