

PART 6: Planning Applications for Decision**Item 6.1****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/04342/FUL
 Location: 13 Hermitage Road, Kenley, CR8 5EA
 Ward: Kenley
 Description: Demolition of existing dwelling; Erection of a three storey block comprising 1 x 3 bedroom 7 x 2 bedroom and 1 x 1 bedroom apartments with associated access, provision of 6 parking spaces, cycle storage and refuse store
 Drawing Nos: CX03-S1-101 Rev H, CX03-S1-102, CX03-S1-103 Rev H, CX03-S1-104 Rev A, CX03-S1-105 Rev I, CX03-S1-106 Rev I, CX03-S1-108 Rev H, CX03-S1-110 Rev H, CX03-S1-112 Rev H and CX03-S1-113 Rev I.
 Applicant: Mr Haris Constanti (Aventier Ltd)
 Agent: N/A
 Case Officer: Samantha Dixon

	studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	1 (2 person)	7 (1 x 4 person and 6 x 3 person)	1 (4 person)	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6 (including one disabled space)	18

- 1.1 This application is being reported to committee because the ward councillor Jan Buttinger 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 as submitted
3. Details of Refuse/Cycle storage/Boundary treatment/Levels as submitted
4. Details of electric vehicle charging points to be agreed and implemented
5. No additional windows in the flank elevations

6. Trees - Accordance with the Arb Report and Tree Protection Plan
7. Hard and soft landscaping to be submitted
8. Permeable forecourt material
9. Details of SuDS to be submitted
10. Playspace to be provided
11. Inclusive access to ground floor flats
12. Car parking provided as specified
13. Visibility Splays as submitted and to be submitted for garage
14. No obstruction within visibility splays
15. 19% Carbon reduction
16. 110litre Water usage
17. Construction Logistics Plan to be submitted
18. Time limit of 3 years
19. 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

- 2.3 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:

- Demolition of existing detached four bedroom house
- Erection of a three storey building
- Provision of 1 x three bedroom flat, 7 x two bedroom flats and 1 x one bedroom flat
- Provision of communal external amenity space and children's play space
- Provision of 6 off-street spaces with associated access via Hermitage Road
- Provision of associated refuse and cycle stores

- 3.2 The scheme has been amended during the application process in respect of the number of parking spaces and layout, location of the refuse store and cycle store and further details of proposed levels and landscaping have been provided.

Site and Surroundings

- 3.3 The application site is situated on the east side of Hermitage Road in the Kenley ward and is occupied by a large two storey detached single family dwelling house. The levels of the site change significantly, rising from front to rear so that the house is situated at a significantly higher level than Hermitage Road with a steep driveway. The site also slopes upwards from north to south, which provides very distinct land level changes between the adjoining properties either side of the proposal.



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

- 3.4 The site is located in a green and leafy mainly residential area which is mostly made up of traditional detached two storey properties in relatively generous plots with good spacing. The site is located in Kenley ward and the area is recognised as an area of surface water flood risk and critical drainage area.

Planning History

- 3.5 In May 2002 planning permission was granted (02/00755/P) for the demolition of the garage and the erection of a single storey front/side/rear extension to include a garage and conservatory.

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 preserved tree to the frontage would be protected and new landscaping introduced.
- 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

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 13 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours and Chris Philp MP in response to notification and publicity of the application are as follows:

No of individual responses: 59 Objecting: 59 Supporting: 0 Comment: 0

- 6.2 The neighbours were renotified with regard to the amended plans. The number of representations received from neighbours and Chris Philp MP in response to notification and publicity of the application are as follows:

No of individual responses: 15 Objecting: 15 Supporting: 0 Comment: 0

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

Objection	Officer comment
<i>Principle of development</i>	
Site not in Croydon Intensification Zone	Principle of development addressed in section 8.2 and 8.3 of this report.
Need for family sized houses	Addressed in section 8.4 of this report.
Sets dangerous precedent	Principle of development addressed in section 8.2 and 8.3 of this report.
<i>Design and appearance</i>	
Out of keeping with the surrounding area – flats, 3-storey height, overbearing scale, appearance and flat roof design. Fails to achieve high quality design	Addressed in section 8.4 to 8.11 of this report.
Forecourt parking will be visually dominant with inadequate landscaping to screen	Addressed in section 8.8 of this report.
Convolutd plan with setbacks contrary to SPD2	Addressed in section 8.6 of this report.
The revised garage structure to the front is out of keeping with the street scene.	Addressed in section 8.8 of this report.

No landscaping/trees on garage reduces the level of screening	Addressed in section 8.8 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties – loss of privacy, overbearing, visually dominant	This is address in section 8.16 to 8.23 of this report.
Noise, disturbance and extra traffic during construction	A construction management plan will be sought by condition
<i>Trees and ecology</i>	
Adverse impact on protected trees. Landscaping scheme fails to reprovide tree protected by TPO. Removal of mature vegetation which is critical to maintain the green and leafy character of the area	This is address in section 8.38 of this report. Replacement planting discussed in sections 8.8 and 8.9.
Future pressure to remove trees	There is no evidence to suggest that this would be the case.
Badger setts, fox dens and deer seen in the vicinity	This is address in section 8.39 of this report.
<i>Highways and parking</i>	
Inadequate parking provision and no visitor parking	This is address in section 8.25 to 8.27 of this report.
Inadequate turning space for vehicles to manoeuvre safely	This is address in section 8.28 and 8.29 of this report.
On-street parking will compromise highway safety. Access has a steep incline and is on a bend	This is address in section 8.30 of this report.
Kenley Lane is single track and traffic conditions are already hazardous. Adverse impact on highway safety due to increase in volume of vehicles using Kenley Lane, increase street parking and increase number of vehicles entering and leaving the site	This is address in section 8.30 of this report.
No public transport in the area	The low PTAL of the site is acknowledged within this report.
Traffic survey not taken at time when there is commuter parking	Commuter parking does not affect the immediate location. This is a residential scheme and the survey was taken when

	residential parking would be at its maximum.
How will refuse bins be moved on the steep slope?	The plans have been amended to show the refuse store relocated to the front of site
Size of waste and recycling area inadequate	The plans have been amended to show the scale of the refuse store and the necessary bins within
Revised location of refuse storage does not accord with DM13.1. It is dominant and prominent in street scene. Its location will lead to vandalism and vermin. It is too small.	The refuse store has been located to enable access by refuse collectors. The plans show that the required number of bins can fit within the storage area.
Parking beat survey contains many errors and therefore cannot be relied upon	Officers are satisfied with the information provided.
Construction Management Plan (CMP) has many flaws and inaccuracies and needs to be amended	An amended CMP will be required by condition
Access arrangement cannot be safely provided	Officers are satisfied with the revised access arrangement. Access is addressed in section 8.28 to 8.29 of this report.
Revised cycle store is inaccessible for residents and could not be used by mobility scooters or motorcycles	The cycle store is located within the communal garden with direct access through the ground floor of the building. This is addressed in section 8.32 of this report.
Independent Transport Assessment undertaken on behalf of neighbouring residents. The report suggests that visibility splays cannot be achieved, the amount of parking and manoeuvring space is inadequate, Trip generation data used is not comparable with the site and that the parking beat surveys are not to Lambeth methodology as do not encompass 200m area from the site and not assessed at the weekend	Highway considerations are addressed in section 8.25 to 8.34 of this report.
<i>Other material considerations</i>	
Playspace impractical and unsafe as would require adult supervision	There is no evidence to suggest that this would be the case.

Outdoor amenity space is inadequate	This is addressed in section 8.13 of this report.
Local transport, schools and health services are already over stretched	The development will be CIL liable. This is addressed at section 8.40 of this report.
Impacts on drainage and flooding. Flood risk assessment identifies minimal risk but ignores consequential risk to the area. Where will all the increased surface water go?	The car park will have a permeable surface to enable runoff to infiltrate the ground. This is addressed in section 8.36 and 8.37 of this report.
No adaptation shown for 10% wheelchair accessible units and unsafe access due to steep slope	Plans have been amended to indicate wheelchair accessible ground floor unit. This is addressed in section 8.14 of this report.
No attempt to maximise three bed homes as required by Policy DM1.1	Policy DM1.1 refers to proposals for 10 or more units. Housing mix is addressed in Section 8.4 of this report.
Factual errors in submission: positioning of driveways, road names, street view doesn't show severe slope.	Officers are satisfied with the information submitted.

6.4 The following Councillors made representations:

- Cllr Jan Buttinger and Cllr Steve O'Connell (Kenley Ward Councillors) Objecting:
 - Out of character with the area
 - Overdevelopment due to size, bulk and massing
 - Semi-rural area with the access lane having no footpaths and residents having to walk in the road, therefore addition to safety problems
 - Negative impact on amenity of neighbouring properties
 - Lack of parking
 - Inadequate storage
 - Poor design

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
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- DM18 - Heritage assets and conservation
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- 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 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. Kenley and Old Coulsdon has been identified as an area for sustainable growth.
- 8.3 The application is for a flatted development providing additional homes within the borough, which the Council is seeking to promote. 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.
- 8.4 Policy DM1.2 states that the Council will permit the redevelopment of residential units where it does not result in the net loss of 3 bedroom homes (as originally built). The existing building on site is a 4 bedroom house. The application proposes the replacement of a three bedroom unit. Policy SP2.7 seeks to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The local plan recognises that the development market will need time to adjust to providing the quantum of larger family homes of three bedrooms and above and also notes that a good quality design can mean that a smaller two bedroom property is suitable for smaller families. The scheme provides a 3 bedroom unit and a 2 bedroom 4 person unit which equates to 22% family sized units. In this case, given the layout of development to either side of the site, it would not be acceptable for the size of the building footprint to be increased in order to enable larger units to be formed. As well as this there is no scope for the building layout to be split to enable a further larger unit at ground floor level. Therefore, given the constraints of the site, it is considered that the unit mix is appropriate in this instance.

Townscape and Visual Impact

- 8.4 The existing dwelling does not hold any significant architectural merit and therefore there is no objection to its demolition. Whilst most properties in the area have traditional forms, of two storeys with pitched roofs, there are a variety of house types and styles in the vicinity.
- 8.5 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a three storey building with the third floor accommodation contained in the roofspace. The proposal would increase the mass and bulk of the existing building in a sensitive manner, in line with the aspirations of the policy to achieve sensitive intensification of the suburbs. The ridge height of the proposed building responds to the heights of the adjacent buildings on either side, given the land level changes.
- 8.6 The building has a greater footprint than the current house however given the layout of the buildings in this row the impact on the appearance of the area is not harmfully affected. The building is set in from the side boundaries to maintain a visual gap between the plots. No.15 to the south is set forward of No.13 and is on a higher level. The proposed building sits forward on the site in comparison to the existing dwelling, however is still set well behind No.15 and has a lower level and will therefore not be overly visible from the southern aspect. To the north, No.11 is set behind the existing house and therefore the side of the property is already visible in the street scene. The proposed building will be significantly deeper than the existing house however given the set back from the highway, mature trees and vegetation to the front of No.11 and change in levels, it is not considered that the proposal would harm the appearance of the street scene. The rear element of the building has been set in from the side flank to reduce the apparent bulk and mass.



Figure 2: Existing street scene showing visible side elevations



Figure 3: Proposed street scene showing visible side elevations

- 8.7 The design of the building overall incorporates a traditional styled appearance, consisting of a gable to the front elevation of mixed external materials appropriate to the area (tiled roof; brick, render and plain clay hung tiles to the elevations with mock wooden Tudor detailing to the gable which can be secured through a condition). The building has an adequate balance between brick and glazing and appropriate roof proportions.



Fig 4: CGI highlighting the view of the proposed development from the street

- 8.8 The application site has a generous rear garden which is not visible from the public highway. The boundary will continue to be landscaped which would be in keeping with the area. At the frontage the existing access would be retained and four parking spaces provided adjacent to the building. In front of these a subterranean garage and refuse store would be introduced which would be mostly cut into the existing land levels. It is noted that No.9 Hermitage Road has a detached garage in front of the house which is very visible in the street scene, therefore the proposal does not introduce an element

that is alien in the existing street scene and it would not appear unduly prominent. The garage would be mostly cut in to existing ground levels which reduces its prominence and a green roof is proposed over it which will greatly help it to blend into its surroundings. Further soft landscaping to this area is also proposed. The mature beech tree to the frontage would be retained and landscaping introduced to minimise the visual impact of the development as far as possible. This can be secured by condition.

- 8.9 To facilitate the parking arrangement some existing trees would need to be removed (poor condition Category C trees) and there is no objection from arborists. Replacement trees along the side boundary are proposed as well as shrubbery along the frontage and around borders and this can be secured by a condition.
- 8.10 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 1B and as such the London Plan indicates that the density levels range of 150-200 habitable rooms per hectare (hr/ha) the proposal would be in excess of this range at 270 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. The application site is a substantial plot within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. As outlined above, the proposal would overall result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.
- 8.11 Therefore, having considered all of the above, against the backdrop of housing need, 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

- 8.12 All the units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).
- 8.13 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 units located on the ground floor have access to private amenity space in excess of minimum standards, although it is noted that the space for Unit 2 is poor. Four out of six of the properties at the upper floors all have private balconies, although some are slightly under the size of the minimum requirement. The units without private amenity are front facing. In this instance it is considered that the appearance of the frontage of the building would be harmed by the introduction of balconies as they would need to be located in the most prominent gable element of the building. In this particular scheme, there is a significant amount of space proposed as a communal garden at the rear of the site and therefore concerns with regard to the inadequate private areas are mollified. On balance, the quality of the amenity space is considered acceptable. A child play space is shown to be provided within the communal garden space (which can be secured by condition).
- 8.14 In terms of accessibility, level access would be provided from the front door to the three ground floor units (which includes the family unit). 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 within the parking area. The access is too steep for disabled pedestrians to access however given the topography of the wider area it is unlikely that mobility impaired persons would be walking to the site.

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

Residential Amenity for Neighbours

- 8.16 The properties that have the potential to be most affected are the adjoining properties at 11 and 15 Hermitage Road and the property to the rear 3 Shord Hill.

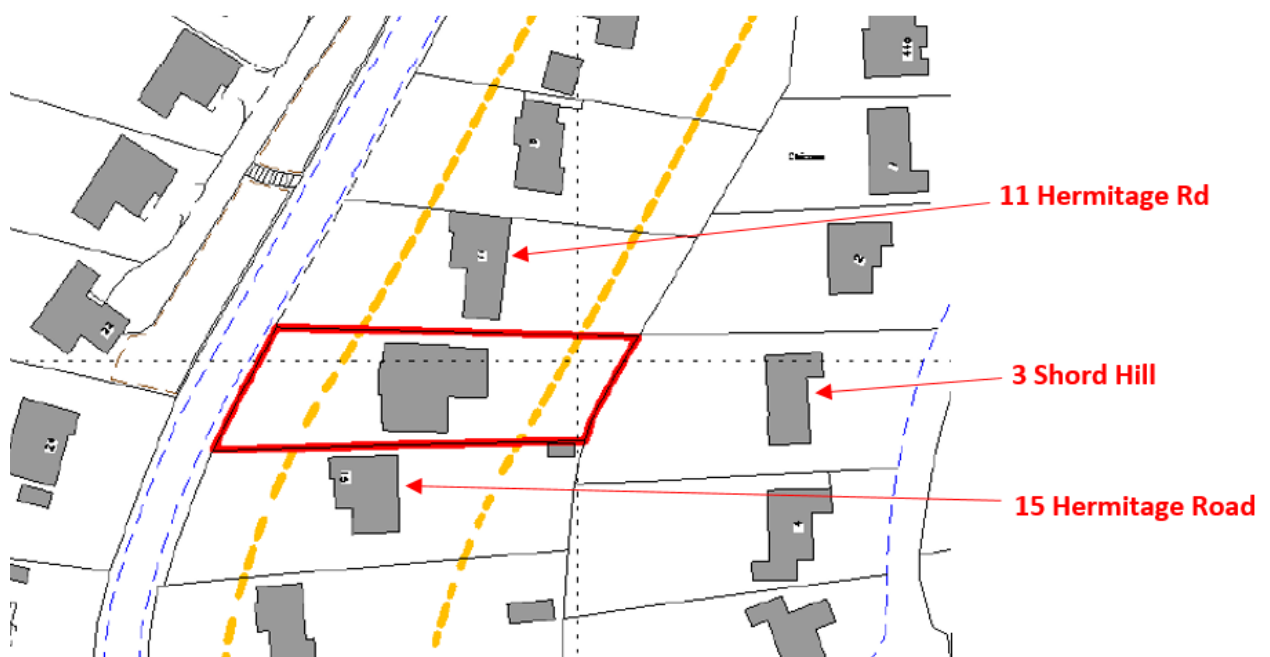


Fig 5: Ground floor plan highlighting the relationship with the adjoining occupiers.

11 Hermitage Road

- 8.17 As existing No.11 is set on a lower level to and entirely behind the building on the application site. It has benefitted from extensions to its southern side elevation. There are no windows in the side elevation.
- 8.18 The application proposes to significantly increase the scale of development adjacent to the boundary with No.11. The development would not extend beyond the rear building line of No.11 and would therefore cause no loss of light to the rear elevation windows. Given the rear alignment it is not considered that the relationship would be unduly overbearing. The mass would also be increased to the front of No.11 in comparison to the existing and it is noted that two storey form next to boundary at the front of the adjacent properties is a feature in this row of buildings. The built form would be situated adjacent to the front garden of No.11 and therefore not affect any private well-used space. The ground floor rooms in No.11 adjacent to the boundary are dual aspect with windows in the front and rear elevations and therefore it is considered that the rooms will continue to receive acceptable levels of light throughout the day.

- 8.19 There are no windows in the side elevation of No.11. The existing dilapidated fencing along this boundary is proposed to be replaced with new fencing and a hedge is proposed to be planted which would help mitigate any issues of overlooking of amenity space from the ground floor level of the development. The windows proposed at first floor level in the side elevation are high level and shown to be glazed with obscure glass which would prevent any overlooking. The rooflights in the second floor are also high level and therefore they would not provide either actual or perceived loss of privacy. Whilst there would be a degree of overlooking of the rear garden as a consequence of the rear fenestration, this is not uncommon in a suburban location. Additional trees are proposed to be planted along the northern side boundary to reduce this impact as far as possible.

15 Hermitage Road

- 8.20 No.15 is set in front of the existing house on the application site and is situated on a higher ground level. Adjacent to the boundary, the proposed building would not extend beyond the existing rear building line and as such there would be no impact on No.15 in comparison to the existing situation in terms of the proposal being overbearing. Given the existing layout, site levels and orientation, the development would cause no loss of light.
- 8.21 The windows proposed at first floor level in the side elevation are high level and shown to be glazed with obscure glass which would prevent any overlooking. The rooflights in the second floor are also high level and therefore they would not provide either actual or perceived loss of privacy.

3 Shord Hill

- 8.22 The dwelling at 3 Shord Hill is over 20m from its rear boundary and the proposed development is a minimum of 17m from the rear boundary. Given the separation distance, levels and the existing mature landscaping on the boundary between these properties, this relationship is acceptable.
- 8.23 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. Subject to conditions the proposed development is not visually intrusive and would not result in a loss of privacy.

Access and Parking

- 8.25 The site is located within a PTAL of 1b which is poor. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit.
- 8.26 The scheme has been amended during the course of the application due to concerns about safe access to the parking bays shown. The existing access is proposed to be retained and the number of parking spaces created off it is limited to 4 (which is only marginally greater than the existing parking capability of the existing house (which has three parking bays). Two further parking spaces are proposed to be provided in a subterranean garage to the front of the site. 6 off-street parking bays are proposed for the 9 units.

- 8.27 Given the low PTAL of the site, it would be preferable for the scheme to provide 1 for 1 parking for the new units. However, the applicant has provided a parking beat survey which demonstrates that parking stress on the surrounding road network is low. The survey recorded parking stress at between 16-19% which demonstrates that there is ample street parking available to accommodate any overspill parking. The Survey results confirm that parking impact on the road network within the immediate vicinity of the site would not be adverse or severe. It is recognised that the road does have a gradient and that some of the roads in the area are narrow and it would be undesirable to increase parking on them. However this particular stretch of Hermitage Road is wide enough to enable vehicles to pass and indeed vehicles already can park in this location. As existing, street parking is not restricted. Therefore in this instance, the impact of parking vehicles on the street is considered acceptable.
- 8.28 Whilst it is noted that the existing access is narrow and has a steep gradient, the proposal creates similar parking provision at the top of the access as the existing house. The layout allows for vehicles to access these spaces and leave in forward gear and therefore there will be no impact on highway safety from this access in comparison to the existing situation. A condition can be imposed to ensure that there is no obstruction to visibility sightlines by any existing or proposed soft landscaping (the landscaping scheme as proposed will need to be amended to achieve this).
- 8.29 The new garage has been set back from the highway by a minimum of 5m to enable vehicles to exit the highway prior to accessing the garage and so as not to impact visibility to the access. Given the 20mph speed limit of the road, officers are satisfied with the arrangement which required some manoeuvring to occur on Hermitage Road. Full details to demonstrate that the necessary visibility splays can be achieved from the garage (including details to demonstrate there will be no obstruction from retaining walls or vegetation) will be required by condition.
- 8.30 Concern has been raised by residents with regard to the impact of an intensified use on the existing roads, particularly as the roads leading to the site have no pavements and are narrow. This is the existing situation on roads that already serve numerous dwellings. The increase in traffic from the proposed number of units would not unduly exacerbate existing traffic issues in the area.
- 8.31 In compliance with the London Plan, electric vehicle charging points are proposed to be installed in the parking area and this can be secured by way of a condition.
- 8.32 Cycle storage facilities would comply with the London Plan (which would require 17 spaces). The cycles would be stored in a purpose built structure within the rear garden of the development.
- 8.33 A purpose built bin store is proposed to be located at the front of the site (within the structure created for garaging). Its location has been amended from within the car park to the front of the site so that refuse can be safely collected at road level. The storage area shown is adequate in size to accommodate the refuse needs of the development.
- 8.34 Concerns have also been expressed in regard to the detail submitted within the Construction Management Plan (CMP). An updated CMP will be required via condition to be submitted and approved prior to the commencement of any works on site.

Environment and sustainability

- 8.35 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.
- 8.36 The applicants have submitted a Flood Risk Assessment (FRA) which based on a desktop study of underlying ground conditions, finds that infiltration of surface water runoff following redevelopment may be feasible. In order to not exacerbate the risk of surface water flooding, surface water drainage arrangements for the redeveloped site should be in accordance with national and local policy requirements and should ensure that there is no increase in flows of surface water runoff when compared with the existing site.
- 8.37 Given the changing levels of the site, the most suitable SuDS option would be to surface the car parking area with permeable paving to allow water to infiltrate through the surface and then be infiltrated into the ground. This should accommodate 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.

Trees and landscaping

- 8.38 A large beech tree to the front of the site is the subject to a tree preservation order. The applicants have submitted an Arboricultural Report and Impact Assessment which highlights that the Category A beech tree is proposed to be retained. To the front of the site, four category C trees are proposed to be removed and to the rear one Category C tree is to be removed. These trees are considered to have low amenity value and as such their removal would not harm the visual amenity of the locality. It is proposed to plant five new trees along the northern side boundary at the front of the development to compensate for the loss of the existing specimens and to help provide a green screen to the site. Existing boundary trees are to be retained along the rear boundary and additional trees are proposed to be planted along the northern side boundary. The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations which can be secured by condition.
- 8.39 The application site is not near an area of special scientific interest or a site of nature conservation value. Respondents have indicated that wildlife has been sighted in the vicinity of the site including badgers, foxes and deer. During the officer's site visit, there was no evidence to suggest the presence of any protected species on site. Gaps would be retained to either side boundary which would enable wildlife to roam the area (as existing) and therefore it is not considered that the current situation for such animals would be harmfully affected.

Other matters

- 8.40 Representations have raised concerns that local 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 and would not harm the visual amenities of the area. The protected tree would be retained and substantial soft landscaping proposed. On balance, the impact on the highway network is considered to be acceptable. Subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity and sustainability matters. Thus the proposal is considered to be in accordance with the relevant policies.

8.42 All other relevant policies and considerations, including equalities, have been taken into account.