

**PART 6: Planning Applications for Decision**

**Item 6.3**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/05896/FUL  
 Location: 12 the Ridge Way, South Croydon, CR2 0LE  
 Ward: Sanderstead  
 Description: Demolition of the existing building and erection of three/four storey building (including basement and accommodation in the roof space) to provide 9 units. Associated parking/access, landscaping, cycle and refuse stores.  
 Drawing Nos: 101 Rev D, 102 Rev D, 103 Rev D, 104 Rev D, 105 Rev d, 107 Rev D, 108 Rev D, 109 Rev D, 110 Rev D, 111 Rev D, 112 Rev E, 114 Rev E, 116 Rev D, 117 Rev D, 119.  
 Applicant: Riken Amin  
 Agent: Mr Meads  
 Case Officer: Tim Edwards

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
<b>Existing</b>				1
<b>Proposed Flats</b>	1 x 1b,2p	4 x 2b,3p, 1 x 2b,4p	2 x 3b, 4p 1 x 3b, 6p	
<b>Total</b>	1	5	3	

*All units are proposed for private sale*

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
6	18

1.1 This application is being reported to committee because the ward councillor, Councillor Tim Pollard, has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration. Objections above the threshold in the Committee Consideration Criteria have also 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/Electric vehicle charging point as submitted
- 4. Landscaping scheme including boundary treatments as submitted

5. Trees - Accordance with Tree Protection Plan and Landscaping scheme. Trees to be removed out of bird nesting season.
6. Archaeology details to be provided prior to commencement of works.
7. All flank elevation windows at first floor or above to be obscured glazed/non-opening
8. Hard and soft landscaping including private amenity space as submitted
9. Playspace to be provided and details to be provided.
10. Flat roofs not to be used as amenity space
11. Flat 2 and 7 shall be M4 (3) adaptable with all other units meeting M4(2).
12. Car parking and visibility splays as submitted
13. 19% Carbon reduction
14. 110 litre Water usage
15. Construction Logistics Plan to be submitted
16. Time limit of 3 years
17. 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/four storey building including basement and accommodation in the roof space.
- Provision of 3 x three bedroom flats, 5 x two bedroom flats and 1 x one bedroom flats
- Provision of private and communal external amenity space as well as children's play space
- Provision of 6 off-street spaces and associated refuse and cycle stores

3.2 The scheme has been amended during the application process in respect to landscaping scheme, parking area and materiality of the proposal as well as clarifying the floor to ceiling heights for the units located within the roof space.

### **Site and Surroundings**

3.3 The application site is situated on the south-western side of The Ridge Way and is currently occupied by a large detached property within a spacious plot. The site is accessed by two vehicle crossovers, with hardstanding located throughout the front of the property. Land levels fall gently from north-east to south-west throughout the site.



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

- 3.4 The site is located in a residential area, in which the existing properties vary in design and period, set within significant plots.
- 3.5 The site itself is not located within an area at risk of surface water but does fall within a surface water critical drainage area. It is also located within a Tier 2, Archaeological Priority Area. The site is located within a PTAL 1b area.

### **Planning History**

- 3.6 The most relevant planning history associated with the site is noted below:
- 05/03135/P - Erection of single/two storey side/rear extensions to include garage and first floor balcony: **Permission Granted and Implemented.**
  - 15/01765/P - Erection of single/two storey rear extension; alterations: **Permission Granted but not implemented.**
  - 18/02786/PRE - Demolition of the existing building and erection of two/three storey building with accommodation in the roof space to provide 9 units. Enquiry relating to this scheme.
  - 18/04877/PRE - Demolition of the existing building and erection of two/three storey building with accommodation in the roof space to provide 9 units. Enquiry relating to this scheme.
- 3.7 The planning history associated with 14 The Ridge Way is also relevant:

- 10/01221/P: Alterations; erection of single/two storey side/rear extension: **Permission refused but allowed on appeal and implemented.**

#### 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are acceptable and Nationally Described Space Standard (NDSS) compliant
- The level of parking and impact upon highway safety is considered acceptable
- 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.

Historic England (statutory consultee)

- 5.1 Historic England were consulted due to the presence of an archaeological priority area. They recommended a condition which has been included in the RECOMMENDATION section, above.

#### 6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 7 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 295    Objecting: 294    Supporting: 0    Comment: 0  
 No of individual responses: 1    Objecting: 1    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:

<b>Objection</b>	<b>Officer comment</b>
<i>Principle of development</i>	
Loss of a family home.	Addressed in section 8.4 of this report.
Demolition of a building with unique architecture.	Addressed in section 8.3 – 8.4 of this report
The proposal would set a precedent for further flatted development applications within the local area.	Each application is assessed on its own merits. The principle of development

	addressed in section 8.2 – 8.5 of this report.
The site is not located within a designated area of intensification.	It is noted that the site is not located within a designated area of focussed intensification. However, the site is considered against the policies set out by the local plan and considered accordingly.
<i>Design and appearance</i>	
Out of keeping with the surrounding area – flats, 3-storey height, overbearing scale, mass, depth, height and appearance and density. Fails to achieve high quality design	Addressed in section 8.6 to 8.13 of this report.
Forecourt parking will be visually dominant and not in keeping with the surrounding area.	Addressed in section 8.12 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties – loss of privacy, overbearing, visually dominant, outlook, light and noise.	This is addressed in section 8.20 to 8.25 of this report.
Noise, disturbance and extra traffic during construction	A construction management plan will be sought by condition
Multiple bins located outside of the building would be unhygienic to local residents.	Refuse is stored internally within the building.
<i>Trees and ecology</i>	
Detrimental impact upon trees	This is addressed in sections 8.38 of this report.
Loss of wildlife.	There is no evidence to suggest that this would be the case.
<i>Highways and parking</i>	
Inadequate parking provision and impact upon safety of local residents/school children.	This is addressed in section 8.26 to 8.34 of this report.
Insufficient spaces for vehicles to manoeuvre on-site.	The proposed on-site parking layout provides acceptable turning areas to allow vehicles to enter and exit in first gear.

The parking assessment was conducted outside of school hours and distorts the existing situation	The applicant has subsequently submitted a daytime parking survey to demonstrate the parking situation during school pick-up and drop-off times.
The road is already very congested with car associated with the Ridgway Primary School.	This is addressed in sections 8.29 – 8.30 of this report.
<i>Other material considerations</i>	
The proposed plans are inaccurate and do not show the existing extension undertaken to the adjoining occupiers.	The proposal plans as considered to be accurate, providing an accurate picture of the proposal with the adjoining occupiers.
The proposal does not meet the minimum space standards (policy SP2.8(b))	This is addressed in sections 8.14 – 8.19 of this report.
The inclusion of cycle provision is unviable.	Cycle storage/parking is a policy requirement and those proposed adhere with the policies set out with the London plan.
Lack of affordable homes being provided.	The proposal falls below 10 units and therefore there is no policy requirement to provide affordable housing units on site. It is considered that the proposed application provides an effective use of the land.
Violation of human rights	Article 8 relating to human rights are a material planning consideration and have to be balanced against all other material considerations. Case law has highlighted that the planning system is an appropriate forum for householders, within which they have rights to make representations to the LPA, and that real evidence is required to detail that a development would harm private and family life.
<i>Procedural or non-material comments</i>	
Do neighbour comments even get read?	All comments made against each application are reviewed and considered accordingly.
Concerns over who has been consulted with.	The application has appropriately consulted both internally with specialist team members, where required, within the Council and with statutory consultees.

Detrimental impact upon house prices.	This is not a planning consideration.
The Ridge Way is an exclusive street.	The proposed exclusivity or not of the street is not a material planning consideration.
The proposed development is solely for monetary gain.	This is not a planning consideration.
The proposal does not comply with covenants linked to the site.	This is not a planning consideration.
The development is not located within the area of Sanderstead highlighted in the Croydon Local Plan 2018.	The site is located within Sanderstead Ward

6.4 The following Councillors made representations:

6.5 Cllr Tim Pollard [objecting and referred the application]

- The development is out of character in terms of use, and loss of privacy to neighbours.

6.7 An objection was also received from the Sanderstead Resident Association:

- Out of keeping with the Ridge Way and would spoil its environment.
- Lack of on-site parking and creating additional street parking which will cause additional dangers for children at Ridgeway Primary School.
- Loss of a substantial street tree which should be protected by a TPO. [*Officer Comment: The proposed application does not propose the removal of the existing tree, with protection methods proposed during any construction period*].

## 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 February 2019. 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 floor 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

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. Biodiversity 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. Approximately 30% of future housing supply may be delivered by windfall sites which provide sensitive renewal and intensification of existing residential areas and play an important role in meeting demand in the capital, helping to address overcrowding and affordability issues.

8.3 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 material impacts, a residential scheme such as this is in principle supported. Representations have raised concerns that the site does not fall within designated focussed intensification area or an area with a place specific policy. Whilst this is the case, this does not mean that the site is inappropriate for development.

8.4 Policies aim for there to be no loss of 3 bedroom homes as originally built, homes under 130m<sup>2</sup> and that 30% of homes should be family homes (including 2 bed 4 person homes). The existing building on site is a 4 bedroom house and although it was originally 3 bedrooms, the scheme proposes 4 family units (3 x 3 bedroom units and 1 x 2 bedroom, 4 person units) which equates to 44.4%.

8.5 The site is in a suburban setting with a PTAL rating of 1b and as such the London Plan indicates that the density levels ranges of 100-200 habitable rooms per hectare (hr/ha). The proposed density would be in excess of this range at 290hr/ha. The London Plan states 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 and design. In the context of the location, the design of the proposal and the scale of the proposed building within a substantial plot it is considered that the development would be an acceptable density to make optimal use of the site without detrimentally impacting the amenity of the adjoining occupiers.

### **Townscape and Visual Impact**

8.6 The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition. The existing dwelling has been altered with substantial additions previously approved spanning most of the width of the site.

- 8.7 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, respecting local character. This application proposes a three/four storey building with accommodation in the roof space, which appears as two/three storeys when viewed from the road. As shown within figure 1, the proposed building would be reduced in width from the existing building (blue outline highlighted), with a simple roof form, creating an acceptable well considered proposal which is a positive addition to the area.

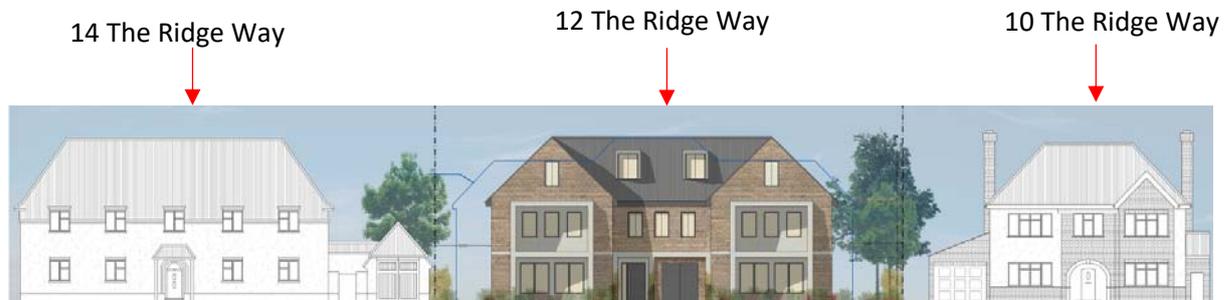


Figure 1: Proposed Streetscene elevation

- 8.8 At the rear of the site, the proposal would be four storeys, with a basement. However, the private amenity and terracing to the rear are set below the existing ground land levels to achieve a sensitively considered proposal. Although the proposal would be increased in mass and bulk, mainly to the rear of the proposed building in comparison to the existing building, the proposal would be well set in from the boundaries and set away from the adjoining occupiers to allow soft landscaping to be integrated throughout the scheme whilst providing future occupiers private amenity areas. It is also important to note the previous consent for the site (which is now expired) which proposed additional two storey rear extensions. Whilst the proposed massing would be deeper than the previous consent, those approved under application ref. 15/01765/P were located in closer proximity to the adjoining occupiers owing to the extended width of the existing building in comparison to the now proposed.
- 8.9 The proposed front elevation includes two front gables, with distinctive contemporary projecting bay features. The rear includes a projecting gable with in-set balconies within the built form throughout the rear elevation. The nature of the Ridge Way is defined by buildings which are, in the main, individual in style set within large, spacious plots. The proposed design is considered to be a contemporary reinterpretation of the wider area, with the appearance from the roadside of a large detached dwelling, much in a similar way to the existing dwelling.
- 8.10 The overall appearance of the building is contemporary and utilises brick, zinc within the roof dormers, aluminium windows and concrete roof tiles. Render to the front of the building has been removed following concerns related to how it may weather, especially considering the proposed projection of the elements forward to the gables. This is now proposed in a linear brick, which is also proposed at the rear. Full details associated with these elements have been submitted as part of the proposal and are considered acceptable.

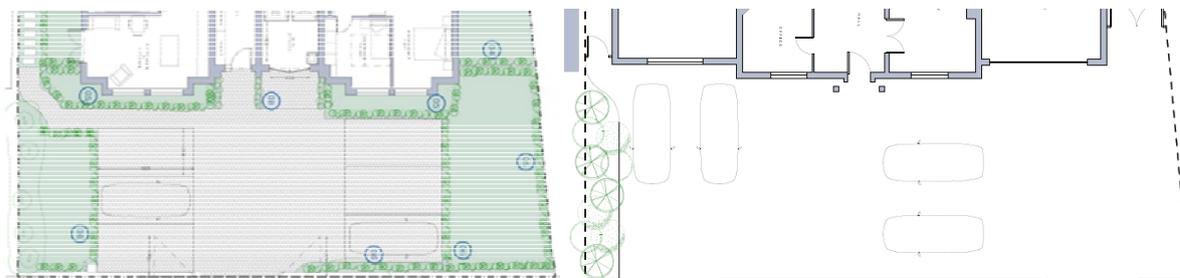
8.11 The application site has a large rear garden, which is reasonably screened providing significant opportunities for functional and adaptable amenity spaces. A detailed landscaping plan (please see figure 2) has been submitted within the proposal and amended to ensure accessibility to the proposed communal areas.



Figure 2: Detailed Landscaping Plan

8.12 The existing front parking area would be altered and softened, with additional landscaping provided which would reduce the hardstanding by approximately 64%.

Figure 3: Proposed Frontage Area (Left) and Existing Frontage Area (Right).



8.13 The scheme is considered to be a sensitive intensification of the site which makes the best use of the site and reduces the amount of hardstanding at the front and has a massing which respects the streetscene and existing character.

### Housing Quality for Future Occupiers

8.14 All the units would comply with requirements set out by the Nationally Described Space Standards (NDSS) in relation to unit, bedroom and floor to ceiling heights.

8.15 The applicants have submitted a daylight and sunlight assessment relating to the proposed future units and amenity areas would all meet BRE guidance in regards to daylight and sunlight.

8.16 All units would also be afforded external amenity space in accordance with Policy DM10.4 and 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 person.

- 8.17 The proposed building would have internal step-free access through to the communal area as well as externally from the building. A child play space is shown to be provided within the communal garden space (which can be secured by condition). Two of the proposed three bedroom units are duplex units split across the lower ground and ground floor, with the other family unit solely located at ground floor level with a well-considered and appropriate approach to terracing the land around the lower ground amenity areas to provide good quality private amenity to any future occupiers of these units. This approach would also protect these future occupiers from being adversely overlooked from the communal areas owing to the detailing landscaping proposed within the raised planters.
- 8.18 In terms of accessibility, level access would be provided to all units, with a lift provided. 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. The applicant has stated that 2 and 7 are potentially adaptable for M4 (3) users, taking into account their overall size, whilst all other units would meet M4 (2). These details would be secured via condition.
- 8.19 The development is considered to result in a high quality development including 3 x bedroom family units and one smaller family units as well as all units having acceptable private/ communal amenities and capacity to provide child playspace which overall provide a good standard of accommodation for future occupiers.

#### **Residential Amenity for Neighbours**

- 8.20 The properties that have the potential to be most affected are the adjoining occupiers at 10 and 14 the Ridge Way, as well as potentially 6 East Hill to the rear.

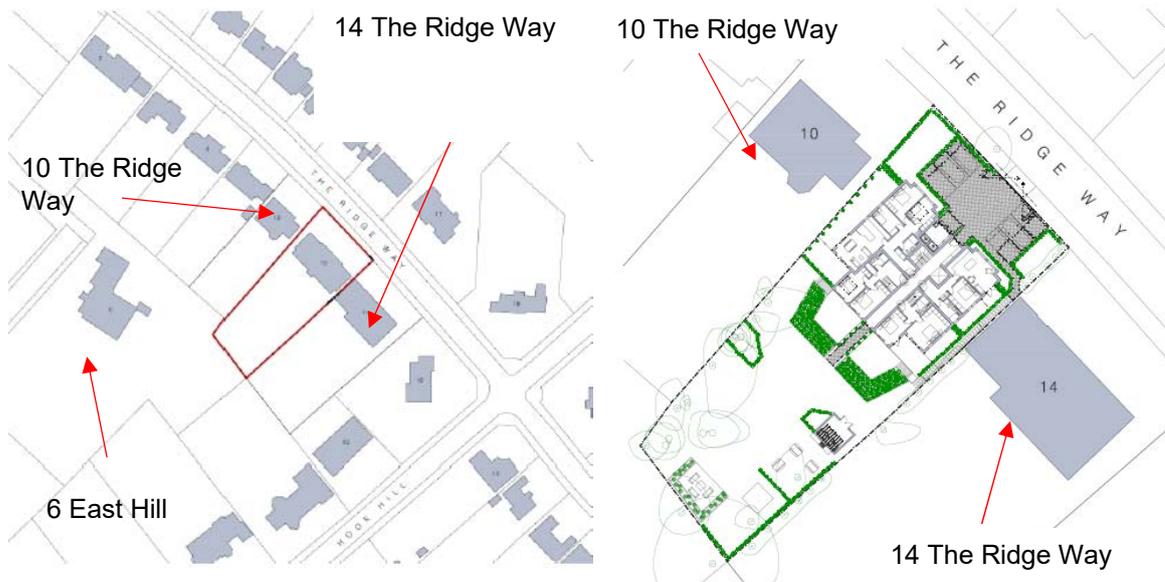


Fig 4: Site Plan highlighting the relationship with the adjoining occupiers (Left – Existing, Right – Proposed).



Figure 5: Proposed Ground Floor Plan with existing footprint indicated with blue line and orange line indicating the previous consents

10 The Ridge Way

8.21 The proposal would reduce the width of the building located on site by approximately 1.10 metres adjacent to this neighbouring building. The built form has been set-in, projecting to its fullest within the middle of the site and away from the adjoining occupiers. There would be reasonable separation between the proposed building and this adjoining occupier. There are no windows located within this adjoining occupiers flank elevation, with garage located adjacent to the boundary. This provides additional separation with there being an approximate 7.80 metre separation between the proposed building and conservatory located at no.10 which is located at the rear of a dual aspect living room. It is noted that two trees located adjacent to the boundary with this neighbour are due to be removed along the boundary, however all other trees are proposed to be retained providing additional screening similar in regards to the existing situation.

- 8.22 Within the development itself, there are flank facing windows located at first floor and above, these are high level windows located within non-habitable rooms or secondary in form and would be controlled via condition accordingly to ensure that these are non-opening and obscured glazed up to 1.7 metres from the internal floor height to restrict overlooking and protect the amenity of this adjoining occupier. A daylight and sunlight assessment has also been submitted with the proposal which also indicates that the proposal would comply with BRE guidance in regards its impact upon this adjoining occupiers amenities both internally and externally within their existing garden space. Overall it is considered that the amenities of the adjoining occupiers, although noted to change from the existing situation afforded, would continue to be protected to an acceptable degree.

#### 14 The Ridge Way

- 8.23 There would be an approximate 8.50 metre separation between built the main flank elevation of this adjoining occupier and the proposed development, which would improve the existing on-site circumstances. They are noted to be two first floor windows within the flank of this neighbouring property (one of which is located within a bathroom, whilst the other is secondary to an existing bedroom). At ground floor there is door located within a hallway. As detailed in paragraph 8.22, any flank facing windows at first floor or above within the proposed development would be secured via condition to ensure the amenities of the adjoining occupiers are protected with all private amenity also at first floor and above set within the building envelope to again restrict overlooking. The daylight and sunlight assessment has indicated that one window located at ground floor level would be affected by the proposal however this is a secondary window located within a living room. Taking into this into account, the separation distances and the secondary nature of this window, the soft landscaping between the two sites and the proposed conditions, overall there is not considered to be a detrimental impact upon the amenity of this adjoining occupier.

#### 6 East Hill

- 8.24 There is approximately a 35 metre separation between the proposed rear elevation and the rear boundary which is shared with this adjoining occupier. Taking into account this substantial separation distance, overall there is not considered to be any undue impact upon this adjoining occupier.
- 8.25 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**

- 8.26 The site falls within a PTAL of 1b, where access to public transport is considered poor. The site is approximately 400 – 800 metres away from bus stops location on Sanderstead Hill with access to route 403, 850 metres from Sanderstead Station, 700 metres from the shops located on Elmfield Way and 900 metres from the amenity available on Sanderstead Hill. The topography of the area is noted however, with significant slopes within the surrounding area.

- 8.27 The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide a maximum of less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. 6 off-street parking bays to be provide for the 9 units.
- 8.28 The submitted transport statement, has set out that based on the 2011 Census, it would be expected that a development of this nature and unit mix would create the need for seven parking spaces. The proposal would therefore create an over-spill of one parking space onto the street based on this methodology. To justify that the surrounding road network has capacity to facilitate additional on-street parking the applicant has submitted overnight parking surveys as well as daytime surveys, during the application process, to highlight the proposed impact during the peak time for school drop-off and pick-up. It is noted that the vast majority of houses also have access to off-street parking.
- 8.29 The overnight parking stress surveys indicates an average parking stress of 5%, with 145 spaces highlighted as being available. The daytime survey undertaken, detailed that at peak times, during the morning (8.30 – 9am) and in the afternoon (3 – 3.30pm) parking stress within the same area rose to 60% and 84% respectively. As such there is adequate space on the street to accommodate any overspill parking throughout the peak drop off and pick-up times as well as overnight.
- 8.30 The amount of traffic or vehicle movements which the scheme is likely to generate is considered to be low, with the need for seven vehicles, resulting in an insignificant amount of additional traffic on the local road network. The layout of the forecourt allows for visibility splays and sight lines to and from the site and is considered acceptable. Concerns about the safety of children accessing the Ridgeway Primary School are understood. Given the low level of vehicle movements and with conditions on visibility splays the impact is considered to be acceptable.
- 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 18 spaces). The cycles would be stored in a purpose built timber structure, which is accessible both through the building as well as externally via the proposed side access.
- 8.33 The refuse store is located within the building envelope, screening these from the wider area. This approach is supported and is of an acceptable scale to ensure that the requirements of all future occupiers can be accommodated within this area.
- 8.34 Taking into account the sites location within a residential area, a Construction Management Plan (CMP) will be required via condition. This condition would require a CMP 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 has reviewed the existing on site scenario and proposed a number of mitigation methods both internally within the building as well as externally. These include the use of permeable materials and soft landscaping to reduce on and off site flood risk. It is also of note that the site is located within an area with limited potential for groundwater flooding to occur.

### **Archaeology**

- 8.37 The site is located within a tier II, Archaeological Priority Area with the applicant having submitted a desk based assessment, owing to the proposed excavations required to create the lower ground floor. Historic England have recommended that although the proposal has a potential to cause harm to archaeological remains owing to its scale its effect can be managed by way of a condition.

### **Trees**

- 8.38 The proposal has been assessed in relation to its impact upon existing tree specimens both on-site and off-site four trees would be removed which are all located within the rear garden. Taking into account their location, and lack of amenity they provide within the wider streetscene, overall their removal is considered satisfactory. Appropriate protection is afforded to all other specimens including the street tree located adjacent to the site, which would not be affected by the proposed works.
- 8.39 Concerns have been raised by local residents in regards to the potential for protected species to be impacted by the development. The site is reasonably separated from all Sites of Nature Conservation Importance and/or Special Scientific Interest, does not include the removal of any existing water source (i.e. pond) and although four trees are noted to be removed, the development is considered unlikely to affect protected species/habitats on site. It is also important to note that other legislation provides protection to these species to which the applicant should be aware of. A condition can be attached to ensure that trees are removed outside of the bird nesting season.

### **Other matters**

- 8.40 Representations have raised concerns that local services will be unable to cope with additional residents 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.

### **Conclusion**

- 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 or adjoining occupiers. The proposed impact on the highway network is acceptable, having taken into consideration the existing situation within the

surrounding area. The proposal is therefore overall considered to be accordance with the relevant polices.

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