

PART 6: Planning Applications for Decision

Item 6.4

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/00732/FUL
 Location: 119 Purley Oaks Road, South Croydon CR2 0NY
 Ward: Sanderstead
 Description: Demolition of existing buildings, erection of 2 pairs of semi-detached 2 storey houses with accommodation in the roof and a block of 5 flats (one 1 bedroom flat and four 2 bedroom flats), formation of vehicular access, provision of parking and landscaping
 Drawing Nos: 6407 - PL22 Rev A, 6407 - PL23, 6407 - PL24 Rev A.
 Applicant: Ms Hirschmann of Osborn Securities Limited
 Agent: Mr Ron Terry (Howard Fairbairn Project Services Ltd)
 Case Officer: Robert Naylor

	studio	1 bed	2 bed	3 bed	4 bed
Apartments		1 (2 person)	4 (4 person)		
Houses					4 (7 person)

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
13 (including one disabled space)	10

1.1 This application is being reported to Planning Committee because the Ward Councillor (Cllr Lynne Hale) have made representation in accordance with the Committee Consideration Criteria and requested committee consideration.

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. Submission and approval of facing materials (including privacy screens to balconies)
- 3. Refuse/Cycles/Boundary/EVCP to be submitted for approval
- 4. Details of car parking and gated under-croft parking area for proposed flatted block to be submitted and permanently retained thereafter.
- 5. Removal of permitted development rights
- 6. No additional windows in the flank elevations and indicate flank windows to be obscure glazed

7. Hard and soft landscaping (including living walls and green roofs) and child play space details to be submitted
8. 19% reduction in CO2 Emissions
9. 110L Water Restriction
10. Permeable forecourt material/SUDs
11. Details in accordance with Tree Report (including Tree Protection Plan and Arboriculture Method Statement)
12. Details in accordance with Flood Risk Assessment
13. Construction Logistics Plan
14. Time limit of 3 years
15. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 2) Highway agreements
- 3) Code of practise for Construction Sites
- 4) Wildlife protection
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal is as follows:

- Demolition of existing house
- Erection of two pairs of semi-detached four bedroom houses fronting Purley Oaks Road – following a traditional design
- Erection of a contemporary styled block of 5 flats (1 x 1 bed 2 person unit and 4 x 2 bed 4 person unit)
- Provision of 13 off-street spaces (2 spaces each of the houses and 1 for each flat)
- Provision of landscaping

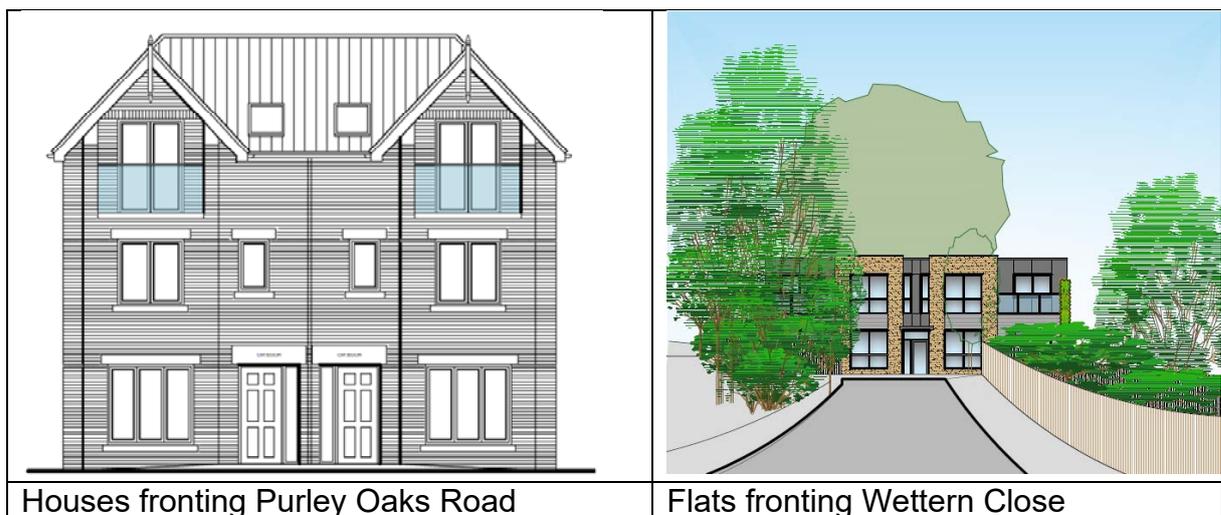


Figure 1: Front elevation of proposed houses at the front of the site and the flats at the rear.

3.2 Planning permission has been granted for 4 three bedroomed houses fronting Purley Oaks Road on three separate occasions (LBC Ref 05/04421/P; 09/00507/P and

17/04438/FUL) and as such the principle of in this location development has been previously found to be acceptable. Acceptance of the semi-detached houses was further confirmed in a more recent appeal decision in 2016 (LBC Ref 16/06204/FUL) even though the appeal was dismissed (in view of the scale of development proposed for the rear part of the site).

- 3.3 The principle of development at the rear with access via Wettern Close has also been found acceptable given that planning permissions (LBC Ref 12/02377/P and 17/04438/FUL) have been issued previously in respect of a single dwellings and a pair of semi-detached dwellings.

Site and Surroundings

- 3.4 The application site is located on the north eastern side of Purley Oaks Road near to the junction with Wettern Close and is currently occupied by a large two storey detached house with detached garage and swimming pool located at the rear. The site is covered by a TPO (No. 72, 2009).



Figure 2: Aerial street view highlighting the proposed site within the surrounding street-scene

- 3.5 The area is residential in character, made up of primarily detached houses and flatted developments, set within varying but generally generously sized plots. The site is a large plot with a detached dwelling set further back from the road than those either side. There are two pairs of semi-detached three storey dwellings immediately to the south-east of the site, set relatively close to the street with car parking in front.
- 3.6 Part of the site is designated as an area of surface water flooding. There are no other designations at the site.

Planning History

- 3.7 The most recent and relevant extensive planning history associated with this site is as follows:

Planning history for the site fronting 119 Purley Oaks Road

- 3.8 (LBC Ref 05/04421/P) was granted for the demolition of the existing building; the erection of 4 three bedroom two storey semi-detached houses with accommodation in the roof space and integral garages, formation of a vehicular access and the provision of associated parking. This permission was never implemented.
- 3.9 (LBC Ref 09/00507/P) for a renewal scheme for the demolition of existing buildings; erection of 4 three bedroom two storey semi-detached houses with accommodation in roof space and integral garages; formation of vehicular accesses and provision of associated parking. Again this has not been implemented.

Planning history for the rear of 119 Purley Oaks Road

- 3.10 (LBC Ref 07/01411/P) was refused for the erection of three detached chalet bungalows; the formation of a vehicular access onto Wettern Close and the provision of associated parking. The reasons for the refusal were a) cramped and overcrowded form of development out of character with the surrounding area; and b) out of keeping with the character of the locality in terms of scale and visual appearance.
- 3.11 The decision was dismissed on appeal, concluding the scheme was an overdevelopment and not compatible with its context and would harm the existing environment, given the lack of amenity space and the increase in the hardstanding.
- 3.12 (LBC Ref 08/00958/P) was refused for the erection of 2 detached four bedroom houses at rear with attached garages. The reason for refusal was unsatisfactory form of back land development and access arrangements, impact of adjoining occupiers and no satisfactory measures to ensure accessibility.
- 3.13 (LBC Ref 10/02618/P) was refused for the demolition of existing buildings at rear ; erection of 1 detached three bedroom house and 1 detached four bedroom house on land at rear; formation of access road and provision of associated parking and cycle storage. The reason for refusal was on the grounds of a cramped form of development, loss of trees, unsatisfactory car parking arrangements and landscaping proposal
- 3.15 (LBC Ref 10/04079/P) was refused for the demolition of existing buildings, erection of 2 detached three bedroom, two storey houses, formation of vehicular access, provision of associated car parking and landscaping. The reasons for the refusal were a) the cramped form of back land development by reason of layout, scale and design and loss of valued trees and vegetation, unsatisfactory car parking arrangements and landscaping proposals; and b) detrimental to the residential amenities of the occupiers of the adjoining properties by reason of visual intrusion and loss of outlook.
- 3.16 The decision was dismissed at appeal, concluding the scheme would have a detrimental impact on trees and would detract from the character and appearance of

the surrounding area. However, it was concluded there would be no impact on the amenities of the adjoining properties.

- 3.17 (LBC Ref 12/02377/P) was approved for the demolition of existing building; erection of a detached three bedroom, two storey house; formation of vehicular access and provision of car parking and landscaping. This permission was not implemented.
- 3.18 (LBC Ref 15/05391/P) for the alterations to the land levels and erection of a retaining wall.
- 3.19 (LBC 16/06204/FUL) was refused for demolition of existing buildings and erection of 2 pairs of semi-detached two storey properties with accommodation in the roof (the front part of the site) and the erection of two detached two storey properties with accommodation in the roof and formation of vehicular access, provision of parking and landscaping. The reason for refusal was the unacceptable siting, bulk, mass and design was detrimental to the character and appearance of the surrounding area and harmful to the residential visual amenity of the neighbouring properties. These concerns only related to the rear element of the proposal.
- 3.21 The decision was dismissed at appeal. Whilst the Planning Inspector concluded that the development would have harmed the character and appearance of the area due to stepped arrangement and their three storey height with steeply sloping roofs) he was satisfied that the scheme would not have caused unacceptable harm to the living conditions of neighbouring properties in respect of visual amenity.. He concluded that the scheme would have appeared cramped on the site, despite the staggered height due to the slope of the land.
- 3.22 Planning permission (LBC Ref 17/04438/FUL) was granted at planning committee in April 2018 for the demolition of existing buildings, erection of 2 pairs of two storey four bedroom semi-detached houses with accommodation in the roof, erection of a pair of semi-detached part two part three storey four bedroom houses at the rear; formation of vehicular access, provision of parking and landscaping. The design of the scheme was of an acceptable standard given the proposed and conditioned landscape and subject to the provision of suitable conditions the scheme was acceptable in relation to residential amenity, transport, sustainable and ecological matters.

Planning history for the property at the rear of the application site at Two Ways, Sanderstead Road which is also considered relevant.

- 3.23 (LBC Ref 12/01630/P) was approved for the demolition of Two Ways; erection of a two storey building with accommodation in roof space comprising 10 two bedroom flats; formation of vehicular access onto Wettern Close and provision of associated parking and cycle storage (renewal of planning permission 08/00865/P). This has never been implemented and has now lapsed.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle 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.
- 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 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.

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 37 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 8 Objecting: 8 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>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at 8.2 to 8.3
Poor quality development	Addressed in the report at 8.5 to 8.12 and 8.17 to 8.18
Loss of family house	Addressed in the report at 8.4
<i>Design</i>	
Out of character	Addressed in the report at 8.5 to 8.12
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at 8.13 to 8.16
Loss of privacy	Addressed in the report at 8.13 to 8.16
Overlooking	Addressed in the report at 8.13 to 8.16
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at 8.13 to 8.16
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at 8.19 to 8.26
Not enough off-street parking	Addressed in the report at 8.19 to 8.26
Inaccurate plans and design & access statement in relation to the proposed parking.	There are noted to be four parking spaces located within the proposed rear building with an additional parking space located outside of the block.
Limited access for emergency vehicles	If required access is available for the rear developments via Wewtern Close and via Purley Oak Road and in any case, this will be a matter managed as part of the Building Regulation process.
Negative impact on highway safety	Addressed in the report at 8.19 to 8.26
<i>Other matters</i>	
Impact upon Wildlife.	Addressed in the report at 8.30

Impact upon trees	Addressed in the report at 8.27 to 8.29
Concern over the longevity of the proposed green walls/roofs	A landscaping condition including details and the proposed maintenance requirements for the green walls/roofs is proposed to be added to the application.
Restrictive covenants at the site	This is not a material planning consideration.
The owners of Wettren Close own the boundary wall and do not accept access via the Close.	This is not a material planning consideration and is a private matter between those who own and control land. Vehicular access to the rear is now proposed off Purley Oaks Road.
Ongoing concerns about the developer and their behaviour since owning the site.	Although, this is not a material planning consideration, should the application be granted permission, a detailed construction logistics plan will be required to be submitted in writing and approved accordingly to ensure that during any development on-site, its construction is managed in accordance with the Councils Code of Construction.
Another opportunity to create more unaffordable housing for transient individuals.	The proposal falls below 10 units and therefore there is no policy requirement to provide affordable housing units. It is considered that the proposed application provides an effective use of the land. It is also speculation to state that any future occupiers would be transient in nature.
Renters are very unlikely to engage as part of the wider community of Sanderstead.	It is speculation to state that those that rent or not will become an active or inactive part of the wider community.

6.3 The following Councillors made representations:

- Cllr Lynne Hale (Sanderstead Councillor)
 1. The proposed development would be an over-intensification of this site
 2. The massing effect of the proposed block of flats would be detrimental to the character and appearance of the local area.
 3. Loss of trees and vegetation and natural habitat for local wildlife

6.4 The following issues were raised in representations, but they are not material to the determination of the application:

- Issues over rights of access [OFFICER COMMENT: This is a civil matter and not a material planning]

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 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;
- 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
- DM43 – Sanderstead

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014
- Supplementary Planning Document (SPD2) Suburban Design Guide

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- a) The principle of 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

The Principle of Development

- 8.2 The principle of development (the front and the rear parts of this site⁰ has already been established through the granting of the various permissions including the recent planning permission (LBC Ref 17/04438/FUL). The scheme will provide 4X4 bedroomed family houses at the front of the site. The design and the footprint of the units remains the same as the previous scheme, albeit that Unit 4 has been reduced slightly to enable vehicle access to the rear of the site via Purley Oaks Road. One presumes that access rights off Wettern Close could not be secured along as raised above, arrangements between land-owners and rights over land is not a planning consideration. The comparison between the two schemes is illustrated below (see Figure 3).

8.3 The main difference in the scheme is the provision of five flats at the rear of the site opposed to the two dwelling houses previously approved under the previous scheme (see Figure 4 below). This has altered the tenure and with flatted accommodation might have been expected to increase the number of habitable rooms and consequently the density of development. The site is a suburban setting with a PTAL rating of 2 and as such, the London Plan indicates that the density levels range from

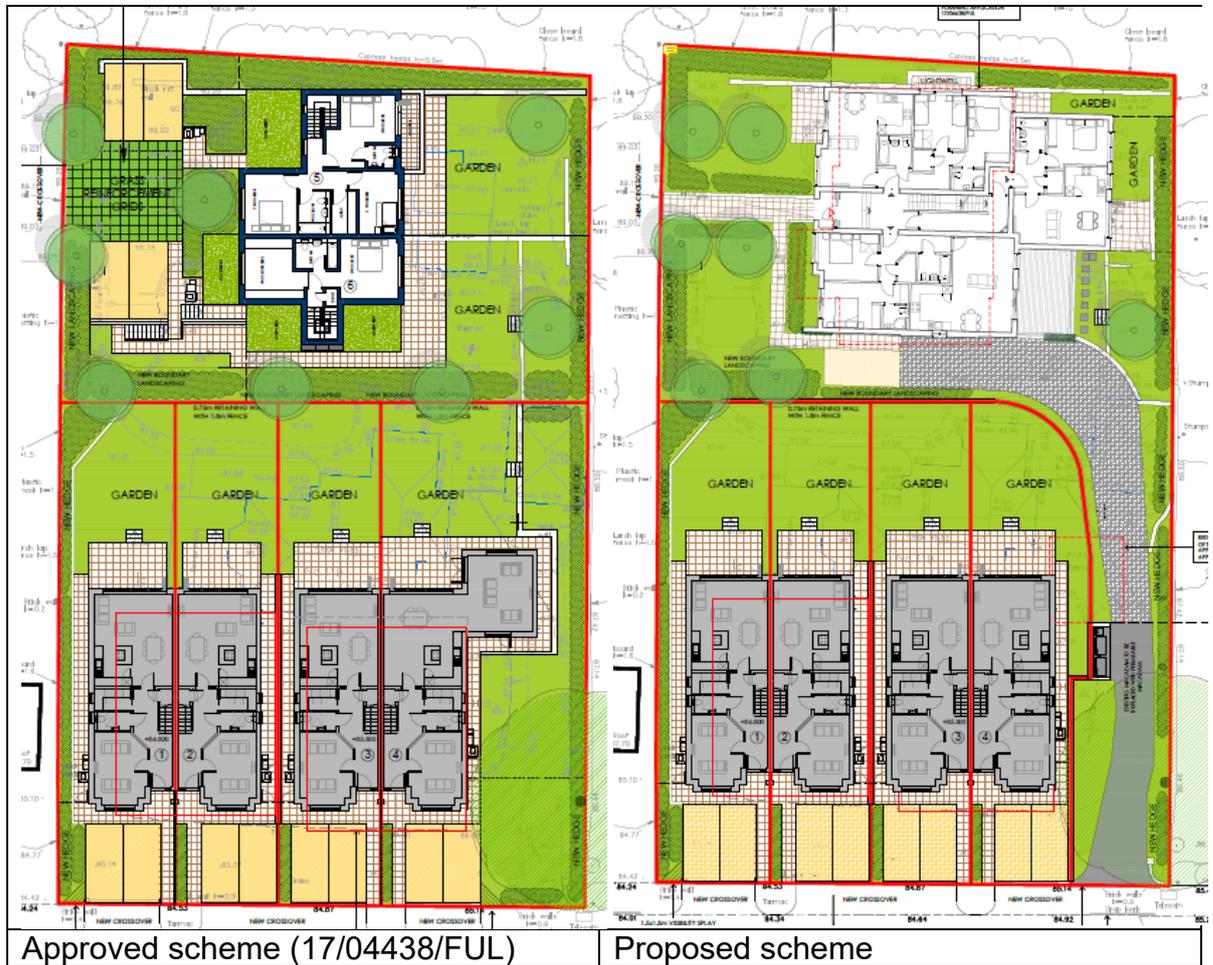


Figure 3: Site plans highlighting the main changes between the approved and proposed schemes

150-200 habitable rooms per hectare (hr/ha). The proposal would be in excess of this range (230 hr/ha) although this is the same density as the approved scheme which has previously been found acceptable. Nevertheless, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are suitably 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 and the London Plan provides sufficient flexibility for such higher density schemes to be supported.

8.4 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 square metres. The existing building is not protected by policies to retain small family dwellings and family accommodation is proposed in the form of 4 x 2 bed 4 person units in the upper floors to provide accommodation for smaller families alongside the 4 bedroom houses located at the front of the site. 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, would be acceptable and would result in a net gain in family accommodation (albeit targeted towards smaller families). As such there is no objection in principle, subject to consideration of the other material issues.



Figure 4: Front elevations showing changes at the rear between the approved and proposed schemes

Impact of the Development on the Character and Appearance of the Area

- 8.5 In respect to the two pairs of semi-detached properties fronting Purley Oaks Road, the traditional design and style has been accepted through the previous grant of planning permissions. The main change (to Unit 4) would allow for the formation of a vehicular access to the rear – off Purley Oaks Road. Although this would allow for access to separate units, the access way would utilise the existing residential access and in design terms would be akin to a driveway and would not be out of keeping with the Purley Oaks Road street-scene.
- 8.6 The principle of development at the rear of the site has now been established, with the previous concern in regard to the location of the townhouses which appeared cramped and an overdevelopment having now been overcome through the grant of planning permission (LBC Ref 17/04438/FUL). This approval overcame the concerns

by adopting a more contemporary design incorporating a flat roof to reduce the height, footprint and impact to achieve a more spacious and less cramped scheme. The contemporary approach also provided more interest in terms of architecture. A similar approach has been adopted in respect of the proposed flatted development.

- 8.7 The application proposal would be of a high quality. The frontage buildings would be beardedly similar to those previously approved. The apartment block to the rear would appear slightly taller than the frontage buildings (in view of the change in topography). That said, the rear massing would be partially sunken into the ground and would utilise a flat roof form to minimize impact, and as such, the development pattern, layout, scale, height and massing would be acceptable. With excavation, this back land development would appear as a 1-1.5 storey mass when viewed from the gardens fronting onto Sanderstead Road and Wetheren Close and should have limited visual impacts.
- 8.8 The houses at the front of the scheme would have clear, well defined and designed private spaces with two off-street car parking spaces to the front (similar to the parking arrangements at the adjoining site). These arrangements would maintain character and appearance and the overall setting of the building. The scheme would provide vehicular access to the flats via an existing and upgraded access route. Only pedestrian access would be available off Wetheren Close and this connection is supported.
- 8.9 As regards the proposed apartments, all units would be accompanied by private functional amenity space that would comply with minimum standards for balconies. Whilst the scheme currently does not provide child's play space, there is scope for this to be located on the site and this can be secured by condition. In respect to the basement car parking, this space must be gated as otherwise it could encourage anti-social behaviour and again this can be secured by a condition.
- 8.10 The apartment block would have a more contemporary design expression compared to the main houses that would front onto Purley Oaks Road and the window detailing would reference the architecture of the existing buildings on Wetheren Close. The use of contrasting materials to break up the massing is effective and the entrance canopy provides good legibility to the entrance on Wetheren Close. The materials proposed would be acceptable in principle although much of the success of the scheme depends on the details of the materials specification, to ensure products specified are sustainable, durable and high quality. This can be secured by condition.
- 8.11 Whilst it is acknowledged that the contemporary approach would differ from the predominant building form and style found in the immediate vicinity, given the back land nature of this part of the site and the existing land level changes, a more contemporary scheme would allow for a reduction in scale and massing to fit in with the overall scale of development found in the immediate area.
- 8.12 Having considered all of the above against the backdrop of housing need, officers are satisfied that the proposal would comply with the objectives of the above policies in terms of respecting local character.

Impact on Residential Amenities

- 8.13 The most affected properties are Two Ways (situated towards the rear of the site), 115 Purley Oaks Road (to the north-west); 121 Purley Oaks Road (to the south-east) the flatted development at in Wewtern Close (to the north) and the relationships between the proposed houses and apartments (the front and the rear of the proposed site).



Figure 5: Location of the surrounding properties

- 8.14 There have been two previous appeals where the Inspectors have twice found that the development at the rear of the site would not cause unacceptable harm to the living conditions of the residents of neighbouring properties in respect of visual amenity and would not have a detrimental effect on the living conditions of adjoining occupiers.
- 8.15 Furthermore the properties to the front of the site have been found acceptable in terms of impacts on the neighbouring amenities through the previous permissions and Inspector decisions. It is acknowledged that the development at the rear of the site is set on a higher ground level than the units at the front of the site. However, the Inspector previously found that the larger scheme was unlikely to have an overbearing visual impact or cause a harmful level of visual intrusion when seen from surrounding properties.
- 8.16 It is not considered that the proposed development would 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 dwelling-house. The use would intensify the vehicular movement at the site, but this would not be significant given the surrounding residential area and the fact that parking is proposed within an under-croft area (beneath the flatted element of the proposed development). Planning conditions are

recommended restricting window in flank walls – and ensuring that side windows are suitably obscure glazed.

Quality of Residential Accommodation – For Future Occupiers

- 8.17 All the units proposed would exceed internal dimensions required by the Nationally Described Space Standards (NDSS). Each of the units would also have access to private amenity space in excess of minimum standards. The development would result in a high quality development offering a number of new family dwellings with adequate amenities and provides a good standard of accommodation for future occupiers. This has previously been found as acceptable and the same is considered here.
- 8.18 Given the land levels on site and that level access throughout the flatted block has not been provided. These matters are best considered and determined alongside compliance with Building Regulations.

Traffic and Highway Safety Implications

- 8.19 The site is located in an area with a PTAL rating level of 2 which is relatively low, but with the site within easy walking distance of a bus stop on Sanderstead Road. Purley Oaks and Sanderstead rail stations are relatively close by also (a 9 minute walk to both stations).
- 8.20 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 up to 2 spaces per unit for 4 bedroom units. 13 off-street parking bays are proposed to be provided, minimally above the standards set out by the relevant policies. Two off street spaces are proposed for each of the 4 bed houses at the front of the site, in the same format as previously approved (LBC Ref 17/04438/FUL). The apartment block to the rear would provide 1 space per unit (4 in the under-croft and one to the south-west of the proposed building) including the provision of a disabled space.
- 8.21 The submitted parking impact assessment has set out that based on the 2011 Census, a development of this nature and unit mix would create the need for 10 parking spaces. The applicant has also undertaken a car parking survey that has shown on average overnight parking stress of between 30%-34%, with 71–76 parking spaces available within the surrounding area. This is pertinent to the proposal due to the proposed creation of additional crossovers on Purley Downs Road, which the parking impact assessment has stated would displace 5 on-street parking spaces. Taking into account the planning history associated with the site, the number of parking spaces proposed within the site boundaries (and above that detailed by existing census data) and low levels of car parking stress, the proposed level of parking and loss of on-street parking spaces would be appropriate for the site whilst not detrimentally impacting the parking situation within the surrounding area.
- 8.22 Vehicles accessing the flatted development will be able to enter and exit the site in forward gear, with appropriate accessibility to the undercroft parking area. The four detached houses parking spots would remain as previously approved.

- 8.23 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition.
- 8.24 Covered secure cycle storage is provided in accordance with the standards set out in the London Plan. Cycle parking and is shown to be integral to the building with the capacity for 10 cycles to serve the future occupiers of the flats.
- 8.25 The houses provide adequate refuse storage along the side passageways. In regard to the refuse storage for the flats is proposed to have a collection point alongside the access. Given that it is external details of the appearance can be conditioned in order to limit impacts on the character or appearance of the area, the location would be acceptable for refuse collection purposes. The capacity of this store would meet with the Council's latest waste and recycling guidance, with its implementation and retention secured by planning condition.
- 8.26 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.

Impact on Trees and Wildlife

- 8.27 There are no arboriculture objections raised and there are no trees proposed to be removed from the site. The arboricultural survey refers to the quality of the trees on and close to the site and considers them in a pragmatic way, informing and guiding the design process.
- 8.28 The soft landscaping scheme for the proposed development includes adequate mitigation planting of new trees and shrubs; the tree species are well considered and suitable for the site, interacting well with the local landscape and confer a benefit in terms of landscape improvement.
- 8.29 Due to the presence of the existing trees on site and the various interactions between the trees and the proposed development, it is necessary to ensure that the developer carries out works in accordance with the restrictions highlighted in the Tree Report (submitted as part of the planning application).
- 8.30 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.

Sustainability issues and flooding

- 8.31 Conditions should be imposed 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.
- 8.32 The application site is located in Flood Risk Zone 1 and is within an area which is at 'very low' risk of surface water flooding. Given that the scheme is located on a hill with a chalk underlay, it is proposed to direct new surface water connections to soakaways within the site and SUDs can be achieved in the form of permeable paving in order to disperse surface water and reduce water run-off. This approach is

considered to be acceptable and the provision of SUDs can be controlled via a suitably worded planning condition.

Other matters

- 8.33 The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy and have been consulted as part of the application process. GLAAS do not consider that it is necessary for this application to be notified under the GLAAS Charter, the criteria for consultation from which are attached based on the information supplied and have raised no comments in respect to the scheme.
- 8.34 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 which will contribute to delivering infrastructure, such as local schools.

Conclusions

- 8.35 The principle of development is 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.
- 8.36 All other relevant policies and considerations, including equalities, have been taken into account.