

PART 5: Planning Applications for Decision

Item 5.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/05797/FUL
 Location: Land Opposite 6 Famet Walk, Purley CR8 2DY
 Ward: Purley and Woodcote
 Description: Demolition of existing structures/garages on site and redevelopment of land to provide 3 x two storey dwellings houses with accommodation in the roofspace and associated parking and private amenity space.
 Drawing Nos: 18048(PA)200, 18048(PA)201, 18048(PA)203, 18048(PA)102 P1, 18048(PA)103 P1, 18048(PA)101 P1, 18048(PA)300, 18048(PA)301, 18048(EX)098, 18048(SK)104 P1, 18048(SK)105 P1, 18048(SK)104, 18048(PA)099 P1, 18048(PA)098 P1, 18048(PA)100 P1,
 Applicant: Mr D Elliot of Millbank Homes (Croydon) Ltd
 Case Officer: Tim Edwards

	1B 2P	2B 3P	2B 4P	3B 5P	4B+	Total
Existing Provision						Nil
Proposed Provision				3		3

	3 bed (5 person)	Car parking spaces	Cycle parking spaces
Existing		8 garages	0
Proposed (market) houses	3	4 (3 resident plus 1 visitor)	6

1. This application is being reported to sub-committee because representations in excess of 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 negotiate the legal agreement and issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Construction Logistics Plan including protection measures for the street tree at the top of Famet Walk/Famet Close.
4. Materials
5. Details and Landscaping including 4 replacement trees.
6. Sustainable urban drainage details
7. Biodiversity Enhancement
8. Construction Environmental Management Plan
9. Electric Vehicle Charging Points
10. Refuse and cycle storage to be provided in accordance with details submitted.
11. Wildlife sensitive lighting
12. Arboricultural works undertaken in accordance with details submitted.
13. Windows restrictions
14. Visibility splays
15. Sustainability details
16. Accessible units.
17. Biodiversity Enhancement Layout
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1. CIL
2. Code of practice for Construction Sites
3. Light pollution
4. Nesting birds
5. Boilers
6. Refuse
7. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing garages.
- Erection of two blocks of 3 x 3 bedroom dwellinghouses.
- Provision of 4 off-street parking spaces.
- Provision of external refuse store.

3.2 Amended plans were received to clarify the final location of the storage areas (refuse and cycles) as well as clarification on the internal living spaces. No re-notification were conducted because the amendments did not lead to a material change in circumstances or description of development.

Site and Surroundings

- 3.3 The application site is a large detached property situated on the southern side of Famet Walk. The site is located within Famet Walk, a private road which is accessed from Famet Close. The road is an existing un-adopted highway and is noted to be gravel/concrete which is in poor condition. Land levels throughout the site and the surrounding area fall sharply from north-west to southeast.
- 3.4 The surrounding area is mainly residential in character. The site is adjacent to Coombe Wood and Riddlesdown Common which are sites of Nature conservation/special scientific interested as well as being designated as Metropolitan Green Belt land and adjacent to an Archaeological Priority Area. Parts of the site is located within an area at risk from surface water flooding with a number of trees on site protected by way of TPO 5, 1985, which are mainly adjacent to the existing garages. The site has a Public Transport Accessibility Level (PTAL) of 1b.



Fig 1: Existing site overview

Planning History

- 3.5 None relevant on site.

4. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide more than 30% 3-bedroom houses.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions.
- The sites biodiversity credentials can be suitably managed – with impacts suitably mitigate through the use of planning conditions.

5.0 CONSULTATION RESPONSE

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

Natural England – no objection

- 5.2 Natural England were consulted due to the proximity to the adjacent SSSI. They confirmed that the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites.

Place Services (Council's ecology consultant)

- 5.3 The Council's ecology consultant raised no ecological objection, subject to securing biodiversity enhancement and mitigation measures [Officer comment: these are secured by condition]

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 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: 35 Objecting: 35 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>	
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.11
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.5
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.6 – 8.11
Excessive scale, height and massing	Addressed in the report at paragraphs 8.6 – 8.11
Over intensification – Too dense	Addressed in the report at paragraphs 8.2 – 8.11
Visual impact on the street scene and Riddlesdown Common (out of character)	Addressed in the report at paragraphs 8.6 – 8.11
Number of storey's	Addressed in the report at paragraphs 8.6 – 8.11
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.12 – 8.20
Loss of light	Addressed in the report at paragraphs 8.12 – 8.20
Loss of privacy	Addressed in the report at paragraphs 8.12 – 8.20
Overlooking	Addressed in the report at paragraphs 8.12 – 8.20
Neighbour outlook/ views	The site is not within a designated policy protected view corridor. The property owner or occupiers right to a view is not a material planning consideration in this instance.
Disturbance (noise, dust, light, pollution etc.)	Addressed in the report at paragraphs 8.12 – 8.20
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.21 – 8.28
Inadequate provision of off-street parking and loss of garages	Addressed in the report at paragraphs 8.21 – 8.28
Negative impact on highway safety	Addressed in the report at paragraph 8.21 – 8.28
Refuse and recycling provision not sufficient	8.21 – 8.28
Poor condition of the unadopted highway	This is a civil matter.
<i>Other matters</i>	

Impact on / loss of existing trees including TPO	Addressed in the report at paragraphs 8.29 – 8.33
Impact on wildlife and biodiversity (including but not limited to bats, slow worms, birds and mammals)	Addressed in the report at paragraphs 8.29 – 8.33
Construction disturbance	Addressed in the report at paragraph 8.36
Increased pressure on local infrastructure and services	Addressed in the report at paragraph 8.37
Insufficient consultation	The obligations for undertaking public consultation for the proposed development have been fulfilled in accordance with Article 15 of the Development Management Procedure Order through postal notification of the application to neighbouring properties. A wider letter box drop was undertaken than what is statutorily prescribed. Natural England and the City Of London Corporation were also consulted.
Lack of affordable homes	Addressed in the report at paragraph 8.38
Previous developer intent to develop the site	This current proposal will be assessed on its merits. The Croydon Local Plan is generally supportive of increased densities in the suburbs, subject to the effects of increased densities being satisfactorily managed as discussed in this report.

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. Such 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 (February 2018), and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised 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;
 - Delivery of housing

- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. Despite this, in accordance with paragraph 48 of the NPPF substantial weight can be applied to those policies to which the Secretary of State has not directed modifications to be made.

7.5 The policies of most relevance to this application are as follows:

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling

- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- 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

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

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

7.7 Other relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;

- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

- 8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues. Furthermore the Croydon Local Plan 2018 anticipates that roughly a third of housing delivery over the plan period will come from District Centres and windfall sites.
- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The residential character of Farnet Walk consists of detached and semi-detached houses.
- 8.4 Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and small family homes and homes built as 3-bed homes are also protected. The proposal would provide 3 x 3 bed units which would provide adequate floorspace for families. The proposal will result in a net gain in family accommodation.
- 8.5 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). Whilst the proposal falls short of this range (112.5 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and provides sufficient flexibility for lower yielding schemes. The density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context and design, and site constraints such as this site. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area. As such the scheme is supported.

The effect of the proposal on the character of the area and visual amenities of the streetscene

- 8.6 The existing garages are not protected from demolition by existing policies and their demolition is acceptable. The proposal seeks to create 3 dwellinghouses.
- 8.7 The scheme has been specifically designed as detached and a semi-detached dwellinghouses with gable ends facing the highway utilising the topography and ensuring an efficient use of the site. The gable ends would result in a similar

appearance to the adjacent semi-detached No.5 and No.6 Famet Walk and have design characteristics that are similar to those seen on the dwellings within the area. Officers are satisfied that the scheme respects the street-scene.

- 8.8 The height, scale and massing of the scheme would be acceptable, given that the buildings works well with the topography and would sit well with the adjoining properties. The semi-detached and detached buildings are separated by 19m which is generous for the area. The footprint of the dwellings also is in keeping with the footprint of adjoining properties.



Fig 2: Perspective view highlighting the proposal in relation to neighbouring properties.

- 8.9 The design of the buildings would incorporate a traditional styled appearance consisting of gables and pitched roofs, maintaining the overall street scene with

use of an appropriate materials palette with an adequate balance between brick and glazing as well as appropriate roof proportions.

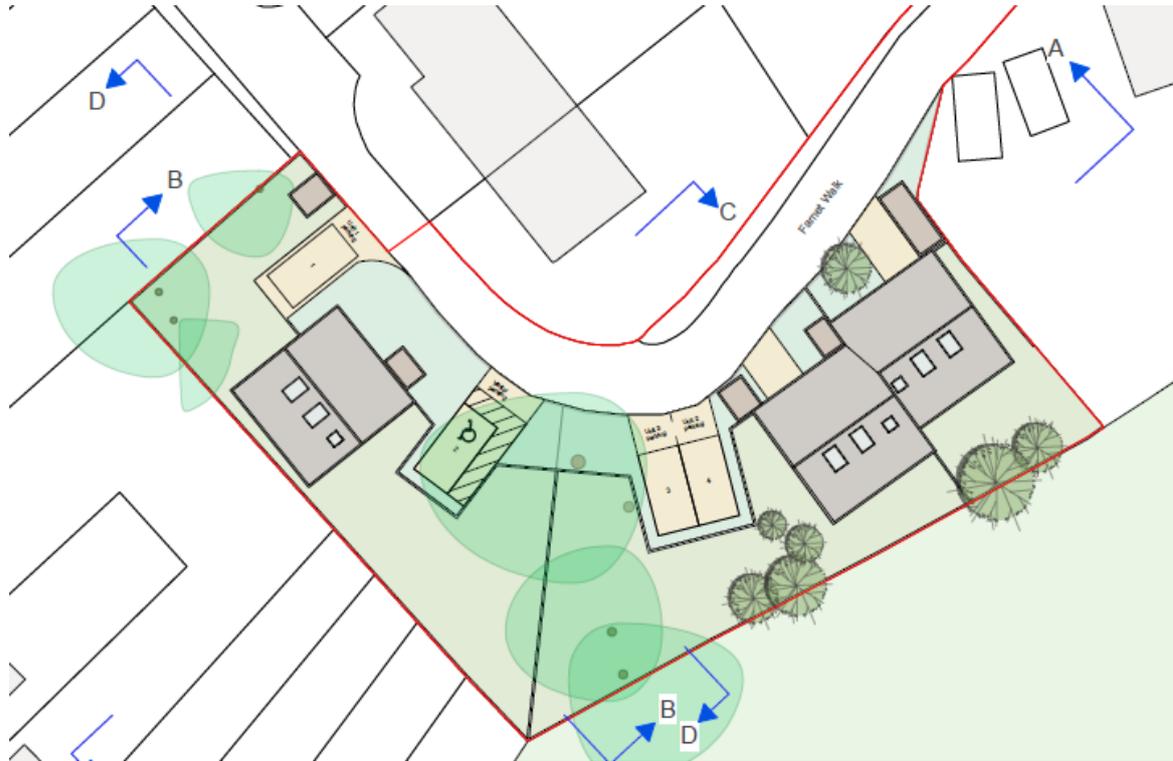


Fig 3: Proposed site plan detailing site layout

8.10 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. The site does not front a public highway but a private unadopted highway. Whilst some of the frontage would be given over to hard-standing to allow for off street parking there would be some soft landscaping surrounding it, along with a central focus on the large mature trees to be retained at the front boundary. The proposed landscape design will protect most of the existing trees. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site offers sufficient opportunities for soft landscaping and this is recommended to be secured by condition.

8.11 The application site is a substantial plot within an established residential area. The scale and massing of the new buildings would generally be in keeping with the overall scale of development found in the immediate area whilst sensitively intensifying it and the layout of the development would respect the streets pattern and rhythm. In consideration to 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 and the Suburban Design Guide SPD 2019 in terms of respecting local character.

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

8.12 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the adjoining property at No.12 Famet Close, No.5 and No.6 Famet Walk and the dwellings along Famet Gardens and Godstone Road.

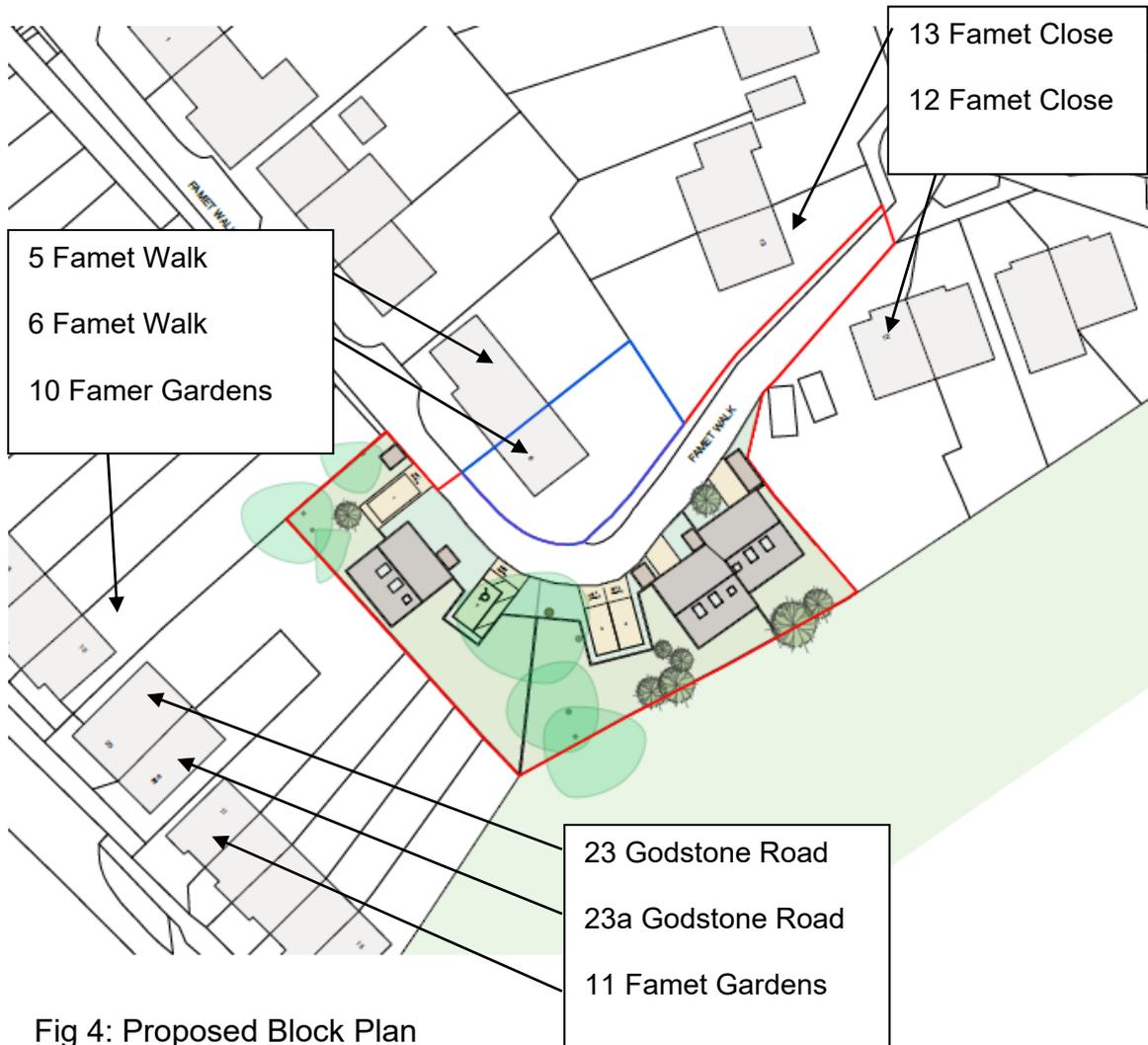


Fig 4: Proposed Block Plan

12 Famet Close

8.13 This two storey dwellinghouse is to the northeast of the proposal site. It has a first floor side flank window and a ground floor secondary side flank door. The orientation of the dwelling in relation to the streetscene angles the side flank of the dwelling to not be directly orientated towards the proposed semi-detached dwellinghouses. No.12 also sits forward of the semi-detached proposed building line, and whilst the proposal would be set back and deeper than the neighbour, due to the topography the proposal would sit lower. When assessed against the Suburban Design Guide, the proposed rear elevation wall would not encroach

into the “rule of thumb” 45 degree angle, taken from the rear windows (either horizontally or vertically). There is a significant separation between the buildings of 15m with no 12’s outbuildings in between. A stairway at the second floor of the semi-detached unit 3 is proposed on the flank wall, however this is a non-habitable window and minimising overlooking can be achieved through conditions recommending obscure glazing, making this relationship satisfactory.

Dwellings opposite at No.5 and No.6 Famet Walk

- 8.14 These dwellings are to the north of the proposal site on the opposite side of the road. The proposed detached dwellinghouse is the closest dwelling to these properties and is a minimum of 11m from the front of the development. This is considered to be an acceptable relationship in a suburban setting such as this with the road in between.

Properties along Famet Gardens and Godstone Road to the rear of the site

- 8.15 The buildings to the south west of the site are residential properties that sit significantly lower than the site and have intervening vegetation in their rear gardens. The proposed detached dwellinghouse is a minimum of 20m from the rear building line of these dwellings. It is considered that given the separation distances that there would not be a significant impact on these dwellings or their immediate rear garden in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.
- 8.16 The proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units has the potential to increase the number of vehicle movements to and from the site, however noting that old garages on site would be demolished, and would therefore have an acceptable relationship in this suburban setting.

The effect of the proposal upon the amenities of future occupiers

- 8.17 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area.
- 8.18 The units would have access to private amenity space from internal living areas which meets the required standards. Dwellinghouses are not required to provide an area of communal open space or communal child play space as per policy.
- 8.19 In terms of accessibility, all of the units would be M4(2) compliant which is acceptable taking into account the proposed topography to get to and from the site, to and from the vehicle car parking spaces as well as the number of protected trees which surround the site.

8.20 Overall the proposal is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, including the provision of communal amenity space and thus accords with relevant policy.

Traffic and highway safety implications

8.21 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates poor accessibility to public transport. 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. This states that up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 4.5 spaces. The applicant proposes 3 onsite vehicle parking space plus an additional space for visitors (accessible space).

8.22 The proposal would see the existing eight garages demolished. The garages vary in their size, between 3.8 – 4.9 metres in depth and are between 2.3 – 2.8 metres in width. Taking into account their size and their existing state of repair overall they are not considered to provide parking which will be lost owing to their demolition.

8.23 To inform the Transport Assessment, the applicant's transport consultant carried out a car parking beat survey (utilising the Lambeth Methodology) to determine the level of on street car parking capacity and whether the likely car parking demand could be suitably accommodated in neighbouring streets. The extent of survey was for parking spaces within 200 metres of the application site being Famet Avenue, Famet Close and Famet Walk.

8.24 The beat survey suggests that whilst the existing on-street parking stress within a 200 metre radius of the site is 85%. Whilst the parking stress is noted considering the proposed one for one parking ratio for each house and individual visitor space the existing road network could facilitate the overspill of 1 vehicle parking space. Overall, officers are satisfied that there is sufficient capacity on street to accommodate the likely car parking demand generated by this particular development without materially affecting the free flow and safety of the highway for other road users. Moreover, officers are satisfied that cars parked in the two bays would be able to exit the parking bays safely in reverse gear, with good visibility and low traffic speeds in the immediate vicinity.

8.25 There are a number of representations that refer to the highway safety at the site. A swept path drawing showing manoeuvring into onsite parking spaces is acceptable and will allow for vehicles to enter and exit the unadopted highway safely in the same fashion as the existing properties within Famet Walk. The proposed access road would remain the same as the existing however, considering the existing state of the road, there is an expectation that this would require resurfacing adjacent to the protected trees with details relating to this to be secured via condition. It is noted that the existing garage forecourt may currently be used as a passing area, but it is understood that this occurs on

private land. The parking spaces are located where the road is widest and two vehicles can pass.

- 8.26 Cycle parking (two spaces per house) are shown to be located in individual cycle lockers for each dwelling at the front of the site, contained within purpose built covered enclosures with further details proposed to be conditioned. The applicant proposes that the 3 dwellinghouse vehicle spaces will be active electric vehicle charging points. This will also be conditioned.
- 8.27 The proposed refuse stores for the three houses are proposed to be located outside the front of each building which would allow for appropriate access for waste personnel in a similar fashion to the current houses located within Famet Walk. The location and scale of the proposed refuse stores is overall considered acceptable both for future residents, waste personnel and stores is not considered to overly dominate the wider streetscene.
- 8.28 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this is proposed to be secured through a condition and will need to demonstrate how the proposed street tree at the top of Famet Walk will be protected during the construction phase.

Impact on trees and wildlife

- 8.29 The site is bordered by established trees and shrubs adding to the overall amenity value and also providing a good degree of screening. A number of trees on site are protected by way of TPO 5, 1985, which are mainly adjacent to the existing garages. A landscaping and planting plan can be conditioned.
- 8.30 A tree survey has been submitted and is considered acceptable. The proposal highlights the removal of 4 x low quality Cat C trees with the A and B grade specimens proposed to be retained. The applicant is proposing 4 replacement trees to replace those proposed to be removed. No house foundations are proposed within Root Protection Areas, and protection measures recommended can satisfactorily protect retained trees around areas of hardstanding and retaining structures. The works should also be undertaken in accordance with the Arboricultural Report and Impact Assessment recommendations and this has been conditioned.
- 8.31 The applications has been submitted with an ecological impact assessment which has considered the potential impact of the development on the site especially noting its location adjacent to Riddlesdown Common, which is a site of Nature conservation/special scientific interest. This assessment has identified the potential impact of the development on bats, breeding birds, common reptiles, flora and protected species such as Slow Worm and how the proposal would mitigate against any harm. This approach has been assessed and considered acceptable subject to conditions to ensure the development is completed in accordance with the submitted assessments recommendations, an

environmental management plan and finalised biodiversity enhancement layout plan.

- 8.32 A Bat Emergence/Re-entry Survey and Mitigation Report relating to the likely impacts of development on designated sites, protected species and priority species & habitats has been submitted with the application which has been assessed by the Council's ecology consultant. The survey identified the garages as offering negligible bat roosting potential and the tree roosting as low, as the site was fully inspected as documented in the survey. The likely impacts on protected and priority species & habitats is considered acceptable subject to appropriate mitigation measures being secured. The mitigation measures identified in the Bat Emergence/Re-entry Surveys and Mitigation Report should be secured and implemented in full which includes the recommendation that bat sensitive lighting is used.
- 8.33 The Council has certainty of the likely impacts on protected species and sites. Through the imposition of planning conditions and work undertaken to date, the local planning authority has operated in accordance with its statutory duties relating to biodiversity and national and local policy requirements.

Sustainability Issues

- 8.34 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.

Other Matters

- 8.35 Parts of the site is located within an area at risk from surface water flooding. A Surface Water and SuDS Assessment is recommended to be secured by condition.
- 8.36 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the unadopted and adopted highway. Whilst the details have been submitted within this application, a Construction Logistics Plan is proposed to be conditioned, as appointed contractors have not been appointed and the condition ensures that the development progresses in an acceptable manner.
- 8.37 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools across the borough.
- 8.38 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for 3 dwellinghouses and as such is under the threshold where the provision for affordable homes would be required in planning policy terms.

Conclusions & planning balance

- 8.39 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and weight is given to the provision of family units. The proposal, through amendments would have an acceptable impact on neighbouring properties. Overall, the scheme is considered to provide high quality homes in a design responsive to the plot and its character and the scheme is recommended for approval.
- 8.40 All other relevant policies and considerations, including equalities, have been taken into account.