

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/03279/FUL
 Location: Land R/O The Shirley Inn Public House, 158 Wickham Rd
 Ward: Shirley North
 Description: Erection of a residential development of two detached three storey buildings comprising a total of 6 flats (2x1bed, 2x2bed, 2x3bed), provision of refuse and cycle storage, hard and soft landscaping and provision of two parking spaces.
 Drawing Nos: P207 ; P208 ; P300 ; P004 Rev A ; P100 Rev A ; P101 Rev A ; P200 Rev A ; P201 Rev A ; P202 Rev A ; P203 Rev A ; P204 Rev A ; P205 Rev A ; P206 Rev A ; A415 Rev A ; A416 Rev A ; A417 Rev A ; P103 Rev A ; P102 ; 0214/19/B/1B Rev B; A300 Rev A ; A419.
 Applicant: Tary Property Holdings Ltd
 Case Officer: D Gibson

Proposed Residential Accommodation

	1 bed	2 bed	3 bed	Total
Proposed	2 (33%) (2x1bed/2person)	2 (33%) (2x2 bed/4person)	2 (33%) (2x3bed/6person) Duplex Arrangement	6

Car Parking, and Cycle Storage Provision

	Total Number of car parking spaces	Number of cycle parking spaces
Residential	2 car spaces (compatible with disabled use).	14 (12 for standard cycles & 2 for cargo cycles)

1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received and a local ward councillor, Sue Bennett, has objected and referred it to Committee.

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to **GRANT** planning permission subject to a S106 legal agreement to secure a financial contribution of £6000 towards sustainable transport enhancement/car club provision.

2.2 That the Director of Planning and Strategic Transport is delegated authority to issue a Grant of planning permission subject to the following conditions, legal agreement, and informatives :-

1. In accordance with the approved plans.
2. Development to be implemented within three years.
3. Materials to accord with submission details.
4. Details of children's playspace within rear communal for approval.
5. Following details to be submitted to Council for approval and provided, where appropriate, prior to first occupation of dwellings : finished floor levels, refuse storage appearance, security lighting, electric vehicle charging point manufacturer, sound insulation of windows, visibility splays to parking spaces.
6. Following to be provided prior to first occupation of dwellings: landscaping/boundary treatments and childrens' play space, refuse storage, residential cycle storage, parking spaces, electric vehicle charging points.
7. Development to meet Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
8. Development to meet 110 litre per person/day water use target.
9. Submission of SUDs details to Council for approval.
10. First and second floor windows in flank elevations and rear elevations to be implemented and retained as obscure glazed and fixed shut in both blocks.
11. Flat roof areas not to be used as terraces.
12. Submission of Construction Logistics Plan to Council (in consultation with TfL) for approval.
13. Applicant to enter into Highway agreement to re-instate dropped kerbs to full height kerbs on Spring Park Road. Details to be submitted to Council for approval.
14. Adherence to Delivery and Servicing Plan.
15. Contaminated land - Submission of Environmental Historical Site Review to Council for approval.
16. Ground floor units to meet M4(3) accessibility standards.
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal is an application for full planning permission:

3.2 The proposal includes the following:

- Erection of a 3 storey building.
- Provision of 6 residential flats.
- Provision of 2 residential car parking spaces (compatible with disabled use).
- Provision of associated cycle storage (14 spaces) and refuse storage.
- Provision of communal external amenity space with children's play space.

- 3.3 During the course of the application amended plans were submitted on officer advice to simplify the overall form of the built form and appearance/material palette.

Site and Surroundings

- 3.4 The site comprises the rear car park (803 square metres) of a two storey public house on southern-side of Wickham Road at junction with Spring Park Road. The car park is accessed from Spring Park Road and has a slight slope upwards towards the south. The pub is a Locally Listed building (early Victorian period). The historic part of the pub is two storey. It also has ground floor rear and side extensions with flat roofs. The pub is designated as part of main retail frontage and is within a primary shopping area.
- 3.5 The site is bounded to the west by an alleyway and the rear gardens of two storey houses at 2 – 14 Barmouth Road. The site is bounded to the south by a single storey hall building used as a place of worship and which faces Spring Park Road. The Place Specific Policy for Shirley is DM45 of the Croydon Local Plan 2018.
- 3.6 The site is within close walking distance to several schools, including St.John's primary school, Shirley High, and Coloma. It is also within a short walking distance of Shirley Church Recreation Ground.
- 3.7 The site has a Ptal rating of 3 (Moderate Accessibility by Public Transport).
- 3.8 Wickham Road is a Red Route – Part of Transport for London's Strategic Road Network. Spring Park Road is subject to single yellow lines.

Relevant Planning History

- 3.9 07/02025/P - Construction of pergola with heating and lights.
Granted planning permission.
- 3.10 05/04063/P - Erection of single storey side and rear extensions and formation of access ramp.
Granted planning permission.
- 3.11 18/02967/Pre – A pre-application for extensions to the pub and new residential development in the rear car park was submitted in June 2018.
- 3.12 19/03187/FUL - Demolition of existing ancillary building at the rear, erection of a ground floor extension to provide dining and kitchen facilities, first floor rear and side extensions for ancillary staff facilities and new extract duct.
Decision Pending.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a residential development is acceptable given the national and local need for housing.
- The proposal includes family units.
- The design and appearance of the development is appropriate. The three storey height of the development would accord with policy.
- The living conditions of adjacent occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory (in terms of overall residential quality) and would comply with the Nationally Described Space Standard (NDSS).
- The level of parking and impact upon highway safety and efficiency would be acceptable and further enhanced through a financial contribution towards sustainable transport.
- Sustainability aspects have been properly assessed and their delivery can be controlled through planning conditions.

5.0 CONSULTATION RESPONSE

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

Transport for London (TfL) (Statutory Consultee)

5.2 TfL welcomes the provision of parking bays compatible with disabled use and TfL advises the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).

5.3 Details of proposed construction access arrangements should be provided to TfL to confirm impacts on the TLRN and the surrounding transport network. Please note that any impacts to TfL Assets will require approval from TfL. Should the applicant wish to install scaffolding or hoarding on the footway of the A232 Wickham Road during construction works, then separate licences may be required. (Officer Comment: A Construction Logistics Plan will be secured by condition).

5.4 The proposed number of residential cycle parking spaces is compliant with the New London Plan.

5.5 The submission of a Delivery and Servicing Plan is welcomed in accordance with draft London Plan Policy T7. It is expected that 14 vehicles per week will undertake deliveries to the site, and that delivery vehicles will utilise the existing red route parking bay on Wickham Road. (Officer Comment: Adherence to the Delivery and Servicing Plan will be secured by condition).

6.0 LOCAL REPRESENTATION

6.1 The following Councillor has made representation:

Councillor Sue Bennett (Ward Councillor). Objecting and referred application to committee on the following grounds:

1. Loss of privacy and light, proposed development too close to houses in Barmouth Road and results in direct overlooking.
 2. The development does not respect or enhance the local character, specifically the architecture of the host building Shirley Inn which together with surrounding properties have pitched roofs and not flat as the proposed development.
 3. Inadequate parking provision.
 4. No designated play space for children
- 6.2 The application has been publicised by way of 45 letters of notification to neighbouring properties in the vicinity of the application site.
- 6.3 The number of representations received from residents in response to notification and publicity of the application are as follows:
- No of individual responses: 69 Objecting: 69 Supporting: 0
- 6.4 The following issues were raised in representations. Those objections that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of Objection Comments

Objection	Officer Comment
Townscape	
1. Overdevelopment 2. Density 3. Not an Intensification Area 4. Backland Development 5. Character	See paragraphs 8.9 to 8.17 below.
Amenity of Adjacent Residents	
6. Loss of outlook 7. Loss of privacy 8. Loss of light	See paragraphs 8.21 to 8.23 below.
9. Increased noise	See paragraph 8.24 below.
Amenity of Future Occupiers	
10. Poor layouts 11. Inadequate amenity space	See paragraphs 8.18 to 8.20 below.
Transport and Highways	
12. Increased traffic 13. Increased parking 14. Highway Safety	See paragraphs 8.26 to 8.32 below.

Other Matters	
15. Refuse storage	See paragraph 8.33 below.
16. Lack of sustainable features	See paragraph 8.35 below.
17. Affect on local services	See paragraph 8.23 below.
18. Permission not granted for adjacent church extension.	Applications are decided on merits.
19. Loss of property value.	Not a planning matter.

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 2016, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

Emerging New London Plan

7.2 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

7.3 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.4 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more

new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

7.5 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

7.6 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.2 to 7.4 above.

7.7 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:

- Achieving sustainable development;
- Making effective use of land;
- Delivering a sufficient supply of homes;
- Promoting healthy and safe communities;
- Promoting sustainable transport.

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

7.9 Consolidated London Plan 2016

- 3.1 Ensuring equal life chances for all
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Childrens/young peoples play & informal recreation areas
- 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
- 5.12 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
- 7.8 Heritage Assets
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Woodlands and trees

7.10 Croydon Local Plan 2018

- SP1 The Places of Croydon
- DM45 Shirley
- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban design and local character
- DM10 Design and character
- DM13 Refuse and recycling
- DM18 Heritage Assets
- SP6 Environment and climate change
- SP6.3 Sustainable design and construction
- SP5 Community Facilities
- DM21 Protecting Public Houses
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

7.11 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

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. Housing and housing mix
3. Townscape and visual impact
4. Housing quality for future occupiers
5. Residential amenity for neighbours
6. Parking and highway safety
7. Refuse storage
8. Flood risk
9. Sustainability
10. Trees, landscaping and biodiversity
11. Other planning matters

Principle of Development

- **Loss of Pub Car Park**

8.2 Policy DM21 – Protecting Public Houses - of the Croydon Local Plan states the Council will not grant planning permission for the demolition or change of use of a public house. In this instance the pub building and use would be retained. Furthermore, the policy does not specifically protect pub car parks from re-development. The existing pub car park is currently under-used. The applicant advises the re-development of the car park would enable the existing pub use not only to be retained, but also potentially improved to provide a restaurant as per the concurrent planning application Ref: 19/03187/FUL.

8.3 Given that the pub faces onto a main thoroughfare and is well served by local bus routes then it is considered the loss of the car park would not diminish the ongoing viability of the pub use. Transport policy also seeks to reduce dependency on car travel which the proposed development would do.

- **New Housing**

8.4 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

8.5 This presumption includes Shirley, which is identified in the 'Places of Croydon' section of the CLP (2018) as being an area of sustainable growth of the suburbs with some opportunity for windfall sites will see growth mainly confined to infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness.

8.6 The Croydon Suburban Design Guide (2019) sets out how suburban re-development can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites

coming forward, in addition to the large developments within Central Croydon and on allocated sites.

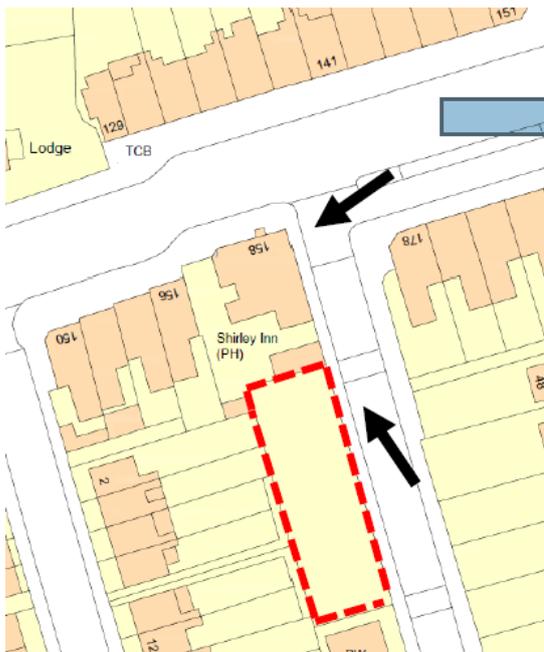
- 8.6 The application is for a residential development providing new and additional homes within the borough, which the Council is seeking to provide. The site is located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.

Housing and Housing Mix

- 8.7 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms.
- 8.8 The development proposes a unit mix comprising of 2 x 1 bedroom (33%), 2 x 2 bedroom/4 person (33%), and 2 x 3 bedroom/45person (33%). The proposal would make provision for over 30% of the accommodation to be 3 bedroom family units and on that basis the proposed amount of family units would be acceptable. The varied accommodation would also provide a good housing mix, providing flats for smaller family units, couples, and singletons.

Townscape and Visual Impact

- 8.9 Policy promotes new housing development which achieves a minimum height of 3 storeys, but only on the basis that it respects the character with regard to the pattern, layout and siting; scale, height, massing, and density of its surroundings. It must also reference the appearance, existing materials and built and natural features of the surroundings.



- 8.10 The scheme would have a density of 349 habitable rooms per hectare. Notwithstanding that, emerging London Plan policy does not set out specific density ranges for new residential development. Instead, it advises that it is particularly important to scrutinise the qualitative aspects of the proposed built form, massing, site layout, external spaces, internal design and ongoing management of a proposed residential development through a design-led process.
- 8.11 The principle of developing the site to provide residential development is supported as the car park area of the pub is hardstanding and in itself is not subject to any specific design designation. The pub building is designated as a Locally Listed Building rather than its rear car park. The existing pub use of the site would be retained, so the proposal would not conflict with Policy DM21 of the Croydon Local Plan. The re-development of the car park for new housing would assist in meeting the need for new housing in Croydon. The development site is not part of an intensification area but that does not exclude it from being developed.
- 8.12 The proposed building would have a more contemporary form and appearance than the traditional inter-war dwellings found in the locality, but as it is a low density scheme (only 6 new dwellings) then its design would also be a conservative and low key addition to the local built environment. The proposed built form of flats would take the form of two individual blocks with a central separation space. It would rise to three storeys in height. Two storey residential development is predominant in the area, but there is one nearby three storey residential block, Windmill Court at 261 Wickham Road, which is evident in the locality, so there is at least one precedent in the locality of a three storey residential building. The built form would be formed of brick and would face east onto Spring Park Road. The siting, form and height of the proposed built form would be proportionate to the overall site and it would have a balanced appearance and respect the established building line of Spring Park Road. The space that would remain around the built form would allow views through the site.



- 8.13 The proposed built form would have a contemporary appearance, yet the front elevations would have an ordered composition. It would have a well articulated and active facade with a spacious fenestration treatment. This would be complemented by the high quality yet simple brick material palette which would

relate well to the materials found on built forms in the area. Brick patterns would also be used to good effect to create further visual interest. The main brick would be an Ibstock Tradesman Light with a soldier course provided between the floors. The ground floor facing brick would be different in appearance to the upper floors and would be finished in dark brickwork, Ibstock Staffordshire Slate Blue Smooth Black. This would add interest to the facade.

Proposed Bricks



- 8.14 The built form would have a flat roof. These are not prevalent in the locality, but the roof form would complement the contemporary appearance of the building and signpost the function of the built form as purpose built blocks of flats. In this case there is also no uniform roof scape evident in the locality, instead there are a mixture of roof forms, so a flat roof would not be detrimental to the local character of the area. The proposed balconies would be inset and would have either brick balustrade or steel upright railings to the balcony balustrades. There would be no competing or jarring elements within the composition and appearance of the built form and it would have a very harmonious appearance. The separation of the blocks and the soft landscaping around it would prevent any overbearing effect on the street scene and rear. Overall, the massing of the built form would be acceptable and articulated in a manner that would make a positive contribution to the visual amenity of the street scene and character of the area.
- 8.15 The ground floor frontage of the blocks would have pleasant landscaped forecourts. A rear communal garden 42 square metres would be provided and this would be able to accommodate the requirement of a 17.6 square metre childrens' play space, which is the require amount of play space for the number and mix of units proposed for this market housing development. The amount of hard surfacing area required to form the parking area would be proportionate to the overall amount of soft landscaping proposed within the site as a whole. The development would not adversely affect the visual amenity of the Locally Listed Pub, which main visual interest is the view of the building frontage on Wickham Road.
- 8.16 The application site is within an established residential area. The individual and cumulative impact of the development on the local character is considered to be acceptable as assessed above. The impact of the development on the

neighbouring highway network (including on and off street car parking capacity) is acceptable as considered further on in this report. The proposal would result in a development that would have an acceptable impact on the appearance of the street scene and accords with the national and local requirements to optimise the development potential of sites and to optimise the delivery of additional housing in a sustainable manner. It is also in a location that is accessible to a local shop and public transport on Wickham Road, schools accessed from Spring Park Road, Shirley Church Road, and Upper Shirley Road. Shirley Church recreation ground accessed off Spring Park Road is also a short walk away.

- 8.17 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of providing a high quality design of development.

Housing Quality for Future Occupiers

- 8.18 All of the proposed new units would comply with or exceed the internal dimensions required by the Nationally Described Space Standards (NDSS). All would have private external amenity spaces in the form of a private garden area (ground floor flats) or balconies (first and second floor flats) to meet minimum space standards. There would be provision made for a rear communal garden at ground level. The rear communal garden would be able to incorporate an acceptable amount of childrens' play space, as noted above. Shirley Church recreation ground is also less than a 5 minute walk away and so would also be an outdoor resource close at hand for future occupiers and those with children. The new dwelling blocks would be sited between and pub building and place of worship, so under the agent of change principle additional sound insulation measures to glazing is likely to be required. Details of this can be secured by condition.
- 8.19 The internal layout and arrangement of the proposed flats would make the best use of available floor space and would provide pleasant outlooks from the main habitable rooms. All of the flats would have private garden or balcony space to meet minimum amenity standards, aswell as access to the ground floor rear communal garden area. Officers are satisfied that the provision of a lift within each of the blocks would not be viable for the proposed scheme, particularly given there are two separate blocks proposed. However, level access thresholds to the building would be provided and we would ensure through a condition that the layouts of both ground floor flats would accord M4(3) accessibility requirements as appropriate to ensure equality.
- 8.20 Overall, the proposed development could provide an interesting and pleasant place to live for future occupiers. The proposed soft landscaped communal garden would provide opportunity for recreational use for the residents and the buffer planting and low boundary treatment to the street would contribute to a pleasant public realm.

Residential Amenity for Neighbours

8.21 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 loss of privacy, daylight, sunlight, outlook or an increased sense of enclosure. It is considered that the position of the site and siting and massing of the proposed building on the site would not have any adverse effect in terms of light, privacy, or outlook on the amenities of residents in adjacent properties. The residential properties bounding the site are to the west in Barmouth Road. There are also residential properties on the opposite side of Spring Park Road. To the south of the site is a single storey building used as a place of worship. The existing pub building has staff accommodation on its first floor but it is in the ownership of the applicant.

- **Barmouth Road**

8.22 The rear elevation of the proposed built form would be sited over 20 metres, window-to-window distance, from the rear elevations of houses in Barmouth Road. This would comply with guidance in the Council's suburban design guide. It should also be noted that the first and second floor layouts have been designed so that no habitable room windows would face west towards Barmouth Road. The first and second windows that do face west can be obscure-glazed and fixed shut and this matter can further be secured by condition to further protect the privacy of occupiers in Barmouth Road. The distance between the proposed built form and properties in Barmouth would also not lead to any adverse loss of light. The rear elevation of the built form would be sited a minimum 2.60 metres away from the end of the rear gardens of the properties on Barmouth Road, so adverse loss of outlook would occur. It would be prudent to ensure that no flat roof areas could be used as terraces or similar areas and this can be secured by condition. It is considered the proposed development would not lead to any adverse loss of amenity to properties in Barmouth Road.



- **Other Properties**

8.23 The front elevation of the proposed built form would be sited over 29 metres, window-to-window distance, from the front elevations of houses in Spring Park Road. The building to the south of the site is a place of worship, while the existing pub on the site is in the ownership of the applicant. Therefore, no adverse effects on amenity would result to those properties from the proposed built form. In terms of the effect on local services the development is a minor one so is unlikely to affect pressure on local services.

- **Other Amenity Issues**

8.24 In terms of noise and general disturbance it is considered that there would be noise and general disturbance resulting from construction works. However, a condition is recommended to ensure that a construction logistics plan is submitted for approval to manage and minimise disturbance.

8.25 In terms of safety and security, there would be natural surveillance from the proposed flats over the highway of Spring Park Road. Details of security lighting to the external access and external circulation areas would be secured by condition.

Parking and Highway Safety

8.26 Transport for London were consulted on the application due to the proximity of the site to Wickham Road (a Red Route). They have no objection to it. Their comments are reported in paragraphs 5.1 to 5.5 of this report.

8.27 Vehicular access to the site will be taken from the existing vehicle access from Spring Park Road. Any redundant dropped kerbs will be returned to a full height kerb and there is a condition to secure that outcome. A total of 2 car parking spaces will be provided at ground level and they would be compatible with disabled use. The parking provision would therefore equate to less than 1 car parking space per dwelling, but for a scheme including 2 one bedroom flats this is considered an acceptable provision. The applicant has agreed to enter into a legal agreement to provide a financial contribution of £6000 towards sustainable transport/car club provision in the locality. The availability of some on-site parking and contribution towards sustainable transport/car club provision should ensure that there would be no adverse material impact on the parking provision of the local road network. An electric vehicle charging point would be provided within the parking area and this matter would be secured by condition.

8.28 In Spring Park Road a high number of the existing dwellings also benefit from off-street parking. The site is within a relatively short walking distance to of local shops and bus stops and this should assist in promoting sustainable public transport use. Cycle storage provision for 14 cycles within the built form is also made for each of the dwellings as well as for short-stay visitor cycling. The cycle storage provision would comply with the minimum standards set out in the London Plan.

- 8.29 Given all these circumstances it is considered that the amount of off-street car parking provision would be acceptable.
- 8.30 In terms of road safety, vehicle access to the site already occurs. The layout of the parking area is acceptable and would provide acceptable visibility to the highway for vehicles reversing out of the spaces. The provision of the proposed visibility splay could be secured by condition.
- 8.31 Fire safety access would be acceptable as no part of the building would be more than 45 metres distance from the highway.
- 8.32 Full details of a construction logistics plan can be secured by condition, and as requested in consultation with TfL, to ensure that the demolition and construction works would be undertaken in a considerate manner. Delivery

Refuse Storage

- 8.33 The refuse storage would be sited between the blocks of the built form. Its indicative appearance would complement that of the built form. Full details of its appearance could be secured by condition. Officers are satisfied that the amount of refuse storage would be acceptable for the development and that bins could be moved in and out of it efficiently. It would be within 20 metres of the highway so would be an acceptable pull distance for Council operatives.

Flood Risk

- 8.34 The application was accompanied by a Flood Risk Assessment and the site is within an area with a low risk of flooding. A Sustainable Urban Drainage strategy (SUDs) can be secured by condition.

Sustainability

- 8.35 Policy seeks high standards of design and construction in terms of sustainability and sets out Local and National CO₂ reduction targets. The development would be required to meet a minimum 19% on-site CO₂ reductions beyond Part L of 2013 Building Regulations through on-site energy efficiency measures and renewable technologies. Conditions can be used to ensure CO₂ reduction compliance and to ensure water use targets have been met following construction.

Trees, Landscaping and Biodiversity

- 8.36 There are no trees on the site. A communal garden area and buffer planting and new tree planting is proposed on the site as part of a proposed landscaping scheme. This would promote biodiversity and help to combat climate change. Details of the childrens play space within the rear communal garden can be secured by condition.

Other Matters

- **CIL**

- 8.37 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.38 Given the significant need for housing within the Borough, the principle of this residential development is considered acceptable within this area. The proposed design would respect the character and appearance of the residential area and would represent a sensitive and sustainable development of the site. The design and layout of the building would be of a high quality and the proposal would have no significantly harmful impact on the amenities of the adjacent properties and the application demonstrates that the impact on the highway network would be acceptable. Officers are satisfied that the scheme is worthy of a planning permission.
- 8.39 All other relevant policies and considerations, including equalities, have been taken into account.