

**PART 6: Planning Applications for Decision**

**Item 6.6**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/05200/FUL  
 Location: 11 Hartley Old Road, Purley, CR8 4HH  
 Ward: Purley and Woodcote  
 Description: Demolition of single-family dwellinghouse and erection of 1x three-storey block containing 3x 2-bedroom flats and 4x 3-bedroom flats; and 2x 4-bedroom semi-detached houses with associated access, car parking, cycle and refuse storage.  
 Drawing Nos: CX14-101A, CX14-102, CX14-103B, CX14-104, CX14-105A, CX14-106A, CX14-107A, CX14-108A, CX14-109A, CX14-110A, CX14-111A, CX14-112A, CX14-113B, CX14-114B, CX14-115A, CX14-116A, CX14-117, CX-14-118, CX14-119A, CX14-122, CX14-123A, CX14-124, CX14-125A.  
 Applicant: Mr Gerasimos Stamatelatos of Aventier Ltd  
 Case Officer: Nathan Pearce

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision				1		1
Proposed Provision		3		4	2	9

	Car parking spaces	Cycle parking spaces
Existing	1	0
Proposed	9	18

1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received and it has been referred by the Hartley & District Residents' Association (HADRA).

**2.0 RECOMMENDATION**

2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:

- a) A financial contribution of £13,500 for improvements to sustainable transport improvements in Purley Ward including but not limited to on

street car clubs with EVCP's and/or highway changes such as on street restrictions, membership of car club for the units for 3 years.

b) And any other planning obligations considered necessary.

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. 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
4. Tree Protection Plan
5. Details of facing materials
6. Landscaping
7. Sustainable urban drainage details
8. Electric Vehicle Charging Points
9. Cycle parking and refuse
10. Car parking
11. Windows restrictions
12. Visibility splays
13. Accessible units
14. Energy emissions
15. Ecology conditions
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1)Section 106
- 2)CIL
- 3)Code of practice for Construction Sites
- 4)Boilers
- 5)Refuse
- 6)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 detached house
- Erection of a two-storey building plus accommodation in roof-space at the front of the site.
- Erection of a one / two storey building plus accommodation in roof-space at the rear of the site.
- Provision of 3 x 2 bedroom flats (3 person), 4 x 3 bedroom flats, 2 x 4 bedroom houses.
- Provision of 9 off-street parking spaces including one disabled bay.

- Provision associated refuse/cycle stores.

3.2 Amended plans were received on 07/12/2020 showing an additional refuse store at the front of the site where bins will be temporarily stored for collection. There are also amendments to the cycle and refuse storage.

### Site and Surroundings

3.3 The application site is a large detached property situated on the east side of Hartley Old Road. The topography of the site is a sloping site. The land rises from the lower level on the north and east side, to a higher level on the south and west of the site.

3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style in regard to the properties along Hartley Old Road, the majority of properties appear to be detached family dwellinghouses. The site has a Public Transport Accessibility Level (PTAL) of 1b.



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

### Planning History

3.5 None relevant

## 4.0 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) and emerging housing targets. The proposed development would provide an appropriate mix of units including 2x four-bed houses and 4x three-bed flats.

- 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.

## 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 26 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a Residents' Association and local ward Councillors 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>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.6
Loss of family home	Addressed in the report at paragraph 8.2 – 8.6
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.6
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.7 – 8.12
Massing too big	Addressed in the report at paragraphs 8.7 – 8.12

Over intensification – Too dense	Addressed in the report at paragraph 8.7 – 8.12
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.7 – 8.12
Accessible provision	Addressed in the report at paragraphs 8.23
Number of storeys	Addressed in the report at paragraphs 8.9
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.13 – 8.18
Loss of light	Addressed in the report at paragraphs 8.13 – 8.18
Loss of privacy	Addressed in the report at paragraphs 8.13 – 8.18
Overlooking	Addressed in the report at paragraphs 8.13 – 8.18
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.13 – 8.18
Refuse store	Addressed in the report at paragraphs 8.31
<i>Traffic &amp; Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.25 – 8.32
Not enough off-street parking	Addressed in the report at paragraphs 8.25 – 8.32
Negative impact on highway safety	Addressed in the report at paragraph 8.25 – 8.32
Refuse and recycling provision	Addressed in the report at paragraph 8.25 – 8.32
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.41
Impact on wildlife	Addressed in the report at paragraphs 8.33 – 8.38
Impact on flooding	Addressed in the report at paragraph 8.40
Local services cannot cope	Addressed in the report at paragraph 8.43
Lack of affordable homes	Addressed in the report at paragraph 8.42
Impact on trees	Addressed in the report at paragraphs 8.33 – 8.35

6.3 Cllr Oni Oviri (Purley & Woodcote Ward) objected to the application and raised the following issues:

- Overdevelopment of site
- Loss of privacy due to scale and mass

- Insufficient accessibility provision due to lack of lift and limited accessible parking spaces

6.4 The Hartley & District Residents' Association has referred the application to committee and raised the following issues:

- The development pattern, layout and siting is out of character
- The scale, height, massing, density and increased height is out of character
- Insufficient car parking
- Poor quality living environment for future occupiers
- Impact on privacy and light of neighbouring occupiers
- Overintensification of the site
- Impact on local infrastructure
- Insufficient Construction Logistics Plan
- Inadequate wildlife protection
- Inconsistent with pre-application advice

## **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. 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.

7.3 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.

7.4 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
- DM42 – Purley

#### 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.
- 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 existing dwellinghouse is a 3-bed and the proposal would provide 6x 3 and 4-bed units which would provide adequate floorspace for families. The overall mix of accommodation would be acceptable and would 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 would be within this range (155 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanically, and also provides sufficient flexibility for higher density schemes (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). 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 property is not protected from demolition by existing policies and its demolition is acceptable subject to a suitably designed replacement coming forward. The proposal seeks to replace it with 9 units formed of a semi-detached dwellinghouse at the front of the site and a block of 7 flats at the rear. The scheme has been specifically designed to resemble a replacement house at the front and a sympathetically designed flatted block at the rear, rather than a single block of flats at the front of the site. Officers are satisfied that the scheme respects the street-scene.
- 8.7 The Croydon Local Plan has a presumption in favour of three storey development. The front block consists of two stories plus accommodation in the roof and the rear block is split 1 / 2 storeys plus accommodation in the roof, this is considered acceptable because the change in levels would make the rear building appear approximately one storey lower in height. The application provides a high quality built form that respects the land level changes, pattern, layout and siting in accordance with Policy DM10.1.

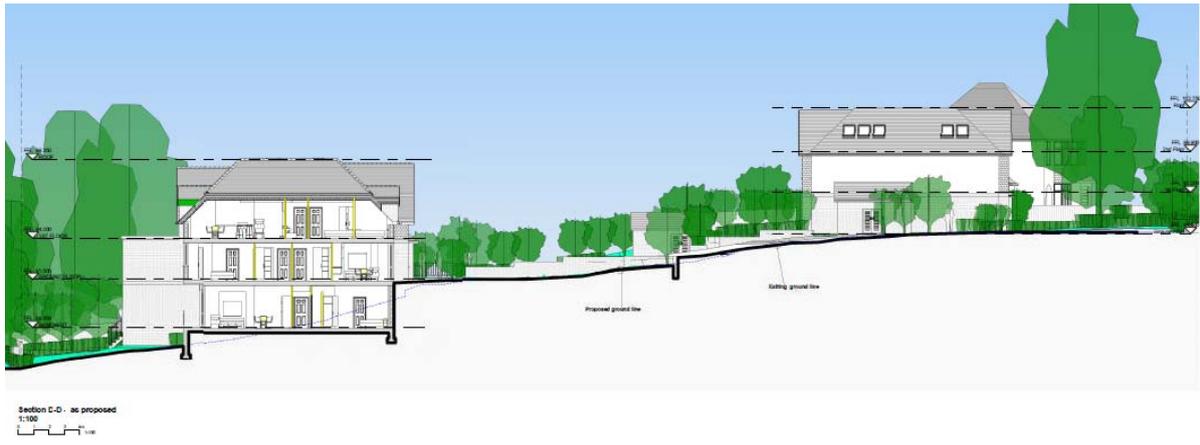


Figure 1 Site cross section showing front block on right hand side is higher than rear block which follows the land levels of the site

8.8 The height, scale and massing of the scheme would be acceptable, given that the site works well with the topography and would sit well with the adjoining properties.



Fig 2: Front of elevation of front dwellings



Fig 2: Front elevation of rear flatted block

- 8.9 The design of the buildings would incorporate a traditional styled appearance consisting of gables and bays to the front elevation, maintaining the overall street scene with use of an appropriate materials palette with an adequate balance between render, facing bricks, soldier course brickwork, hanging tile, glazing and appropriate roof proportions. The main front element would present a traditional architectural response, consisting of a gabled bay. It is noted that hung tile roofs and white render are characteristic of the area. As such, whilst there are concerns about the appearance of render over time, a building with a small amount of render is considered to be an appropriate design response in this situation. The use of Alderley Burgundy bricks or similar would be acceptable, brick slips would not be an appropriate facing material.
- 8.10 The rear flatted block is on a sloping site and would have a lower floor that is accessible from the rear and via internal stairs. This would give the appearance of a two storey building when viewed from the rear.



Fig 3: Proposed site plan showing proposal in relation to neighbouring properties

8.11 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. Whilst 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 section of soft landscaping along the boundary. 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 would offer sufficient opportunities for soft landscaping to the rear.

8.12 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.



Fig 4: CGI of site showing proposal in relation to neighbouring properties

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 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

8.13 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 properties at 9 & 13 Hartley Old Road, dwellings opposite on Hartley Old Road and to the rear on Old Lodge Lane.

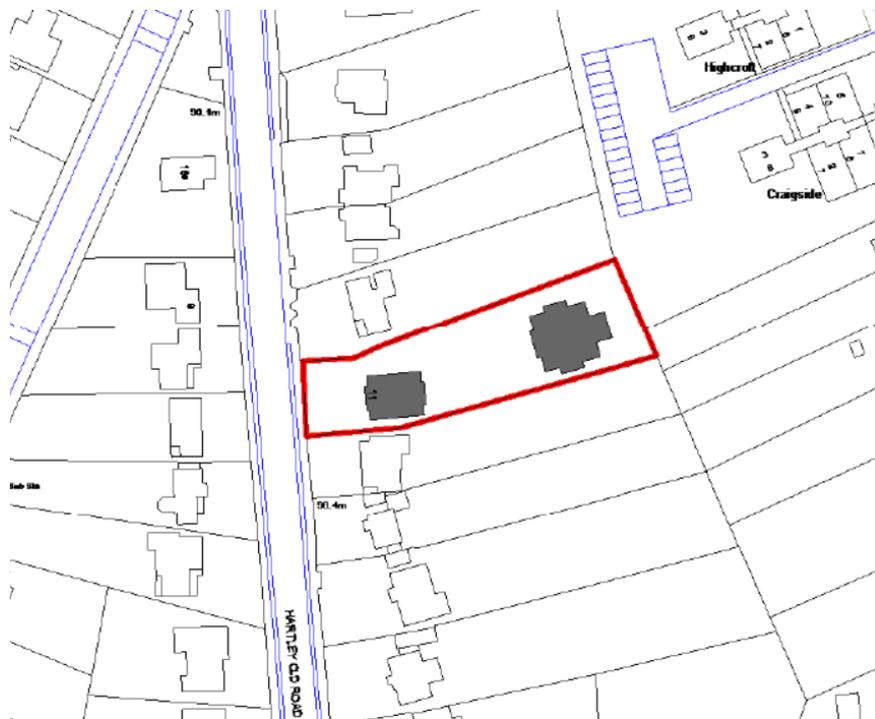


Fig 5: Proposed site plan

*9 Hartley Old Road*

8.14 This dwelling is to the north and is at a lower level than the proposal site. The rear of the proposed frontage building would not break a 45 degree line drawn from rear habitable room windows, it is considered that given the separation distances and the angles that there would not be a significant impact on this dwellings 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.

8.15 The side elevation is approximately 10m from the side of the proposed houses and is separated by an existing boundary hedge and mature tree. The access to

the rear parking would run between them. Given the number of vehicles likely to use this access, it is not considered likely that significant noise or disturbance would result from its siting.

- 8.16 The height, forward and rear projections of the proposed dwelling are considered to have an acceptable relationship to no.9 in terms of the impact of daylight & sunlight on the habitable room windows.
- 8.17 The flatted block at the rear would conflict with the 45 degree lines of the adjoining dwellings, however the distance from the rear of the dwellings would be more than 20m and they would be at a lower level given the change in levels on the site.
- 8.18 Given the separation distance and change in levels it is considered that the proposed development would not result in a significant loss of privacy and overlooking of neighbouring property. Although there would be some additional overlooking of neighbouring private amenity, this amenity is already overlooked by the existing windows of neighbouring properties.

#### *13 Hartley Old Road*

- 8.19 This dwelling is to the south and is at a higher level than the proposal site. There are 4 windows on the side elevation. Two on the ground floor serving a shower room and a utility room, two on the first floor serving the stairs/landing and a bathroom. Although there may be some loss of light to these windows they are not primary windows serving habitable rooms. The frontage block would not break lines taken at 45degrees from the rear windows of 13 Hartley Old Road.
- 8.20 The rear of the proposed building would not break a 45 degree line drawn from rear habitable room windows, it is considered that given the separation distances and the angles that there would not be a significant impact on this dwellings 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.

#### *Dwellings opposite on Hartley Old Road and to the rear on Old Lodge Lane*

- 8.21 It is considered that given the separation distances that there would not be a significant impact on these dwellings 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.

#### *General*

- 8.22 As regards noise and disturbance, 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 would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful.

### The effect of the proposal upon the amenities of future occupiers

- 8.23 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.
- 8.24 The units would have access to private and communal amenity space which meets the required standard.
- 8.25 Unit 3 would be on a split level with two bedrooms on the ground floor and one bedroom & kitchen/lounge on the basement level. The lower ground windows would look out on to their private amenity space and rear garden beyond it that is at a lower level.
- 8.26 The local plan also requires all flatted development to provide new child play space as well as the amenity space to be provided. In terms of the child play space, this can be secured through use of planning conditions.
- 8.27 In terms of accessibility, the block of flats has no provision of a lift therefore units 1, 2, 6 and 7 on the first and second floor will not be accessible. This is considered acceptable because given the small scale of the development, it would be unviable to provide a lift for 4 units. All other units can meet M4(2) standard and one two-bedroom unit meets M4(3), in compliance with policy.
- 8.28 Overall the development 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 child play space, and thus accords with relevant policy.

### Traffic and highway safety implications

- 8.29 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 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with 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 12 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.

- 8.30 The proposed car parking provision is considered acceptable when taking into account the site constraints, the need to provide high quality multi-functional spaces whilst ensuring the best use of land.
- 8.31 There are a number of representations that refer to the parking provision, on-street parking and highway safety at the site. In respect to highway safety, the scheme provides 9 off-street parking spaces including 1 disabled space and these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions.
- 8.32 A financial contribution of £13,500 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions or membership of car club for the units for 3 years. This is required because of the increased traffic generated from the increased number of units.
- 8.33 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. Cycle storage facilities would comply with the London Plan (which would require 18 spaces) as these are located in a secure and covered cycle store within the rear communal amenity space. Vertical cycle parking would not be appropriate. This can be secured by way of a condition.
- 8.34 The refuse arrangements would be acceptable and for a nine units scheme would require 1 x 1100ltr landfill receptacle; 1 x 1280ltr for dry recycling and 1 x 140ltr food recycling, which has been accommodated within the site. The refuse store will be located at the side of the houses. A refuse collection and bulky goods storage area is provided at the front of the site. A refuse management condition is required to take the bins to the collection point on the day of collection. It can be secured by condition.
- 8.35 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

### Trees and Ecology

- 8.36 The site contains some established trees and shrubs. There is one protected tree within the site (T2) and two protected trees within close proximity of the boundary (T3 and T4), these will be retained. Five category C trees and one category U tree will be removed, these trees have a low amenity value and are not protected. The site provides an opportunity to plant a number of new trees as part of a landscaping scheme. A landscaping and planting plan can be conditioned.
- 8.37 Foundations for parts of the new houses and underground services extend into the theoretical Root Protection Areas of T3. However, the footprint of the new building is similar to that of the house that will be demolished and the underground services will run between the existing house and existing garage.

In order to minimise the potential impact upon these trees, it is proposed to excavate the foundations within the Root Protection Areas of these three trees using hand tools.

- 8.38 The works should be undertaken in accordance with the tree protection plan; Arboricultural Report and Impact Assessment recommendations and this has been conditioned.



Fig 7: Extract from submitted soft landscaping scheme (Indicative only)

- 8.39 A Preliminary Ecological Appraisal, Preliminary Inspection for Bats and reptile 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. In addition a Bat Survey did not record any evidence of bats.
- 8.40 The ecology consultant is satisfied that there is sufficient ecological information available for determination. The likely impacts on protected and priority species & habitats can be made acceptable with appropriate mitigation measures secured.
- 8.41 The mitigation measures identified in the Bat Emergence/Re-entry Surveys and Mitigation Report should be secured and implemented in full. This is necessary to conserve and enhance protected and priority species particularly bats. This has been conditioned.
- 8.42 A Biodiversity enhancement strategy is also required as a pre-commencement condition to enhance protected and priority species/habitats. This has been conditioned.
- 8.43 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

8.44 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

8.45 The site is not located in any designated flood risk area. The applicants have submitted a Surface Water and SuDS Assessment which is based on a desktop study of underlying ground conditions. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area will incorporate permeable paving which will provide capacity for surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.

8.46 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst the details submitted to date might well be acceptable, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.

8.47 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for nine units and as such is under the threshold where the provision for affordable homes would be required.

8.48 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.

#### **Conclusions/planning balance**

8.49 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.

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