

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 21/00954/FUL
 Location: 58 Old Lodge Lane, Purley, CR8 4DF
 Ward: Purley and Woodcote
 Description: Demolition of existing detached house and replacement with a new development of 9 flats over 3 floors with 8 parking spaces.
 Drawing Nos: PL001 Rev 01 (Location Plan), MD/1908042 (Topographical Survey), PL_100 Rev.15 (Ground Floor Plan), PL101 Rev.15 (First Floor Plan), PL102 Rev.15 (Second Floor Plan), PL103 Rev.15 (Roof and Site Plan) PL200 Rev.14 (East Elevation-Old Lodge Lane), PL202 Rev.15 (South Elevation-Hartley Hill), PL202 Rev.14 (South Section-Hartley Hill), PL203 Rev.14 (West Elevation-Garden), PL204 Rev.15 (North Elevation-Flank), PL205 Rev.15 (North Section-Flank), PL300 Rev.15 (North-South Cross Section), PL302 Rev.14 (East-West Cross Section), PL400 Rev.14 (Refuse Store), PL401 Rev.14 (Cycle Sore), PL402 Rev.15 (Site Sections and Retaining Walls), TPP1_OLL_58 (Tree Protection Plan).
 Applicant: Mantle Developments UK
 Case Officer: Joe Sales

| | 1B 2P | 2B 3P | 2B 4P | 3B 4P | 3B 5P | 4B+ | Total |
|--------------------|-------|-------|-------|-------|-------|-----|-------|
| Existing Provision | | | | | | 1 | 1 |
| Proposed Provision | 3 | 2 | 1 | 2 | 1 | | 9 |

| | Car parking spaces | Cycle parking spaces |
|----------|--------------------|----------------------|
| Existing | 2 | 0 |
| Proposed | 8 | 16 |

1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received. Furthermore, the Hartley and District Residents Association have referred the application for committee consideration.

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 the Purley and Woodcote Ward including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions or making of traffic orders
- 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. Visibility splays
12. Accessible units
13. Energy emissions
14. 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. Waste notice
7. Wildlife
8. 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 three storey building comprising of 9 residential dwellings.
- Provision of 8 car parking spaces arranged within a parking forecourt accessed from Old Lodge Lane.
- Communal amenity space.
- Cycle and refuse storage provisions.
- Provision associated refuse/cycle stores.



Fig 1: Proposed Development

Site and Surroundings

3.2 The application site is located on the western side of Old Lodge Lane at the junction with Hartley Hill. The application site is opposite the junction of Old Lodge Lane and Burcott Road. The site currently comprises a two storey detached dwelling and the area is residential in nature and is characterised by two storey dwellings with are traditional in their architectural style. The site slopes up to the west along Old Lodge Lane and up towards Hartley Hill.

- The site has a Public Transport Accessibility Level (PTAL) of 2 which is considered to be poor.
- The site is at high risk of surface water flooding.
- There are no protected trees on the site.

- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATION RESPONSE

LOCAL REPRESENTATION

5.1 The application has been publicised by 15 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a local Ward Councillor and the local MP in response to notification and publicity of the application are as follows:

No of individual responses: 25 Objecting: 23 Supporting: 2

5.2 Two letters of support were submitted to the council although it should be noted that these came from the same address at 56 Old Lodge Lane and there were no comments received with the letter of support. With regards to the objections, the following summarised 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 representations | Response |
|--|---|
| <i>Principle of development</i> | |
| Overdevelopment and intensification | Addressed in the report at paragraphs 8.2 – 8.5 |
| Loss of family home | Addressed in the report at paragraph 8.2 – 8.5 |
| <i>Design</i> | |
| Out of character | Addressed in the report at paragraphs 8.6 – 8.14 |
| Massing too big | Addressed in the report at paragraphs 8.6 – 8.14 |
| Over intensification – Too dense | Addressed in the report at paragraph 8.6 – 8.14 |
| Visual impact on the street scene (Not in keeping) | Addressed in the report at paragraphs 8.6 – 8.14 |
| Accessible provision | Addressed in the report at paragraphs 8.27 |
| Number of storeys | Addressed in the report at paragraphs 8.7 |
| <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 8.14 – 8.23 |
| Loss of privacy | Addressed in the report at paragraphs 8.14 – 8.23 |
| Overlooking | Addressed in the report at paragraphs 8.14 – 8.23 |
| Disturbance (noise, light, pollution, smells etc.) | Addressed in the report at paragraphs 8.14 – 8.23 |
| Refuse store | Addressed in the report at paragraphs 8.34 |
| <i>Traffic & 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> | |
| Ecology impact | Addressed in the report at paragraphs 8.29 – 8.35 |
| Impact on flooding | Addressed in the report at paragraph 8.42 |
| Local services cannot cope | Addressed in the report at paragraph 8.44 |
| Lack of affordable homes | Addressed in the report at paragraph 8.42 |
| Impact on trees | Addressed in the report at paragraphs 8.36 – 8.38 |

5.3 Local Ward Councillor for Purley and Woodcote, Oni Oviri, objected to the proposed development based on the following concerns:

- Overdevelopment of the site
- Out of keeping with the character of the local area
- Insufficient information relating to daylight
- Insufficient parking provision
- No screening to balconies
- No ecology report supporting the application.

5.4 The Hartley and District Residents association have also objected to the application and referred it to Planning Committee for consideration. In summary their concerns relate to the following items.

- Overdevelopment of the site in terms of its density.
- Impact on the local infrastructure.
- Development not in keeping with the local character of the area.
- Lack of family houses.
- Unacceptable provision of car parking spaces.
- Loss of privacy to the residents at 2A Hartley Hill and 56 Old Lodge Lane.
- Poor outlook for future occupiers.
- Lack of communal amenity space.
- Impact on biodiversity.

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 2021, 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 July 2021. 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:

London Plan (2021)

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

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 5-bed house and the proposal would provide 3 x 3-bed units which would provide adequate provision and accommodation 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 2 (poor) and is a “small site” (as defined by policy H2 of the London Plan). This advocates that such sites should significantly increase their contribution to London’s housing needs and that local character evolves over time and needs to change in appropriate locations to accommodate additional housing on small sites. 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 principle of the development 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 in principle subject to a suitably designed proposal. The proposed development seeks to replace the existing dwelling with 9 units arranged over three stories. The scheme has utilised the land levels of the site to reduce the dominance of the building when viewed from Old Lodge Lane and Hartley Hill. 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 where it responds to local character. The proposed development is arranged over three stories. The application provides a high quality built form that respects the land level, pattern, layout and siting which results in a development that is in accordance with Policy DM10.1.

8.8 The height, scale and massing of the scheme would be acceptable, given that the site works well with the existing topography and would sit well with the adjoining properties on the corner plot. In terms of the proposed building lines of the development, it is considered that the front building line respects the neighbouring property along Old Lodge Lane. The side elevation building line, which runs parallel to Hartley Hill, also ensures that there is visual interest provided to the street scene when viewed from both Old Lodge Lane and Hartley Hill. This line also respects the existing built form and neighbouring building line with no.2a which sits up the street to the west of the site, along Hartley Hill.



Fig 3: Elevation fronting Old Lodge Lane



Fig 4: Elevation fronting Hartley Hill

8.9 The design of the buildings would incorporate a contemporary reinterpretation design approach which has been supported by a character assessment of the local area. Features such as the gable structures, dormers and bay windows have been adopted in a contemporary way which also respect the character of the wider area. Other features such as the hanging tiles and the lighter colour plinths are informed by local precedents. The proposed design of the building results in a development that maintains the visual amenity of the street scene, when viewed from both Old Lodge Lane and Hartley Hill, through the use of an appropriate materials palette and design features which have been informed by the local character assessment.



Fig 5: Proposed site plan (first floor) showing proposal in relation to neighbouring property

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.

8.11 The proposals would result in hardstanding to the front of the site which fronts onto Old Lodge Lane to accommodate the proposed parking area. Given the overall scale of the development and that the surrounding area is characterised by hardstanding in the form of driveways, the extent of the hardstanding is not considered to be excessive. The site would offer sufficient opportunities for soft landscaping to the front, rear and around the site boundary to reduce the dominance of the hardstanding.

8.12 The application site is a substantial plot within an established residential area on a corner plot. The scale and massing of the new building would generally be in accordance with the Suburban Design Guide. The layout of the development is

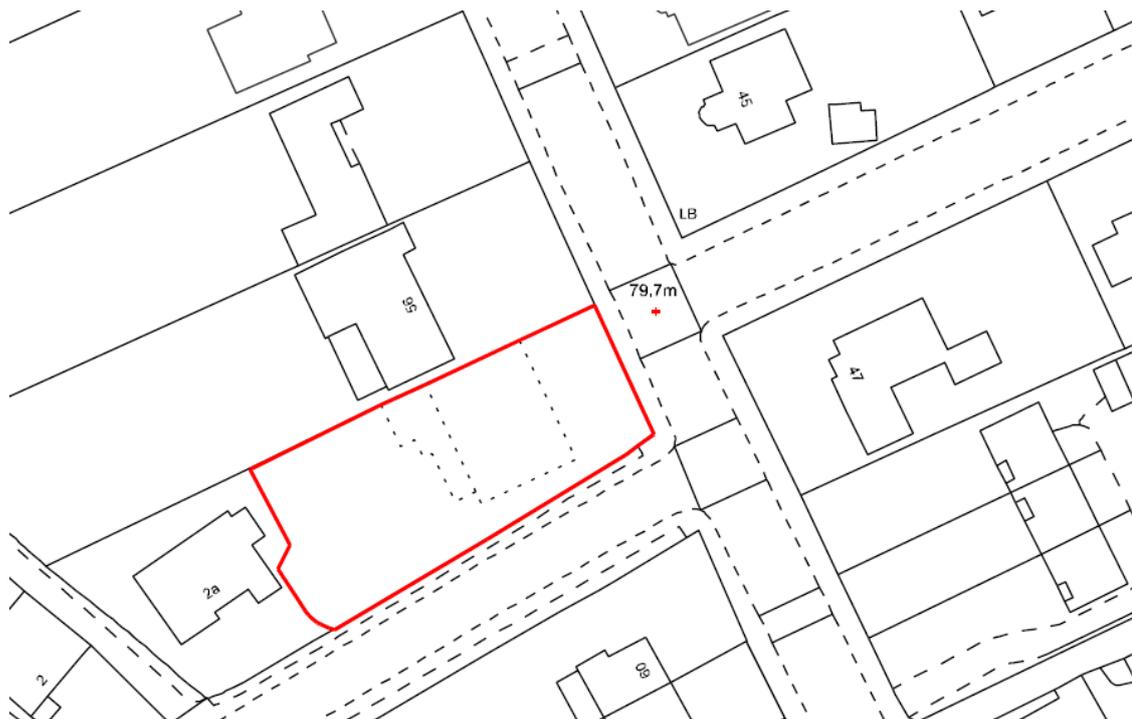
considered to be acceptable respecting the streets' pattern and rhythm whilst providing a building of high quality design on a prominent corner plot location.

8.13 Whilst retaining walls are required in order for the site to accommodate the proposed building, officers are satisfied that these can be constructed and with their visual impact minimised through the use of soft landscaping.

8.14 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

8.15 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 immediate neighbouring dwellings at 56 Old Lodge Lane and 2A Hartley Hill as well as the dwellings opposite of the site, 47 and 60 Old Lodge Lane.

Fig 7: Site Location Plan

56 Old Lodge Lane

8.16 This dwelling is to the northern boundary of the site and is at a similar level to the application site. The immediate flank elevation of the proposed development would not intersect the 45 degree line when measured from the nearest ground floor rear facing neighbouring window. Whilst the 45 degree line would be

intersected on the recessed element of the side elevation, given the distance to this wall and the minimal breach, it is not considered that this would result in significant harm to the outlook and the amenity of the neighbouring property at no.56 Old Lodge Lane.

- 8.17 It is noted that there are two small windows located in the side elevation which is located nearest to the shared boundary between the application site and the neighbouring dwelling. Whilst side facing windows are present, it is considered that these are secondary windows and that the existing dining room and family room are served primarily by the bay window to the front elevation of the property and the rear patio doors and windows. It is therefore considered that the proposals would result in minimal harm to the outlook and the amenity of the neighbouring dwelling.
- 8.18 There are side facing windows located within the proposed north flank elevation which face onto the first 10m of the neighbouring garden. The neighbouring amenity and privacy is protected in this regard as it is proposed to have these side facing windows at a high level and for these to be obscure glazed. This arrangement will be secured by a suitably worded condition.

2A Hartley Hill

- 8.19 2A Hartley Hill is located to the western boundary of the site and is set at a higher level to the application site. A minimum distance of circa 15m is provided between the proposed building and the western boundary of the site. In terms of separation distance, it is considered that the proposals will cause minimal harm to the outlook and the amenity of the adjoining occupiers which is mitigated further by the sloping land level which reduced the dominance of the built form of the development.
- 8.20 It should be noted that an application has recently been approved at this property under application ref. 21/00064/HSE for the following:
- ‘Existing garage to be converted to habitable space, existing garage flat roof removed and new roof pitched over, and installation of windows and doors.’
- 8.21 The floorplans of the approved development indicate that glazed French doors have been introduced into the side elevation of the dwelling. It is considered that the impact of the proposed development on the outlook and amenity of the adjoining occupiers will be minimal as a result of the proposed separation distances between the existing and proposed buildings as well as the change in land levels.

47 and 60 Old Lodge Lane

- 8.22 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

- 8.23 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

- 8.24 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.
- 8.25 The units would have access to private amenity space which meets the required standard.
- 8.26 London Plan Policy D7 states that at least 10 per cent of dwelling should meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and 90% should meet M4(2) 'accessible and adaptable dwellings'. The proposed development incorporates a lift ensuring that the proposed units will achieve the requirements set out within Policy D7 and meet M4(2) standard; one unit would meet M4(3) and so this policy is met.
- 8.27 Due to the topography of the site, the dwelling located at the lower ground floor level to the rear of the site would result in a dwelling which is set below the existing street level. The application has been supported by a daylight study which has been carried out in accordance with the BRE Methodology. The findings of the report indicate that the lower ground floor unit would meet and exceed the target daylight factor criteria and would therefore comply with the BRE guidelines. It is therefore considered that the lower ground floor unit to the rear of the site provides a suitable level of accommodation.
- 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 and thus accords with relevant policy.

Traffic and highway safety implications

- 8.29 The Public Transport Accessibility Level (PTAL) rating is 2 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, in this PTAL, properties should provide up to 1 spaces per 3 bedroom unit and 0.75 spaces for 1 -2 bedroom units. In line with the London Plan, the proposed development could therefore require up to a maximum of 7.5 spaces. The proposed car parking provision of 8 spaces is therefore considered acceptable when assessed against Table 10.3 of London Plan Policy T6.1.

- 8.30 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 8 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.
- 8.31 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. This is required because of the increased traffic generated from the increased number of units.
- 8.32 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 16 spaces) as these are provided by way of secure cycle stores within the rear communal amenity space which can be accessed from Hartley Hill from a secondary entrance. The cycle store provides Sheffield stands which are available to wider and adapted bikes within a semi-enclosed shelter which reduce the bulk of the cycle store within the rear communal garden. Furthermore, as a result of the location of the cycle store within the rear communal garden, it is considered that this element of the store is acceptable as it is secure within the envelope of the proposed development. Details of this can be secured by way of a condition.
- 8.33 The refuse arrangements have been indicated on the site plan and comply with the councils refuse requirements for new developments. The front refuse store/refuse collection point would be located towards the front of the site which is within 20m of the highway and within 30m of the front entrance of the building.
- 8.34 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

- 8.35 The site contains some established trees and shrubs. There are no protected trees within the site. 2 category C trees will be removed as well as the existing hedge to the front of the site. 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 landscape scheme. A landscaping and planting plan securing an uplift in biodiversity can be conditioned.
- 8.36 Foundations for parts of the cycle store extend into the theoretical Root Protection Areas of some trees. Because such small portions of the RPAs shall be affected and given the lightweight constructed that will be built on top of them, the potential impact is considered to be very minor. Mitigation is proposed within

the tree protection plan and recommends a no dig method of construction for the cycle store which shall be secured by way of condition.

8.37 The works should be undertaken in accordance with the tree protection plan and this has been conditioned.

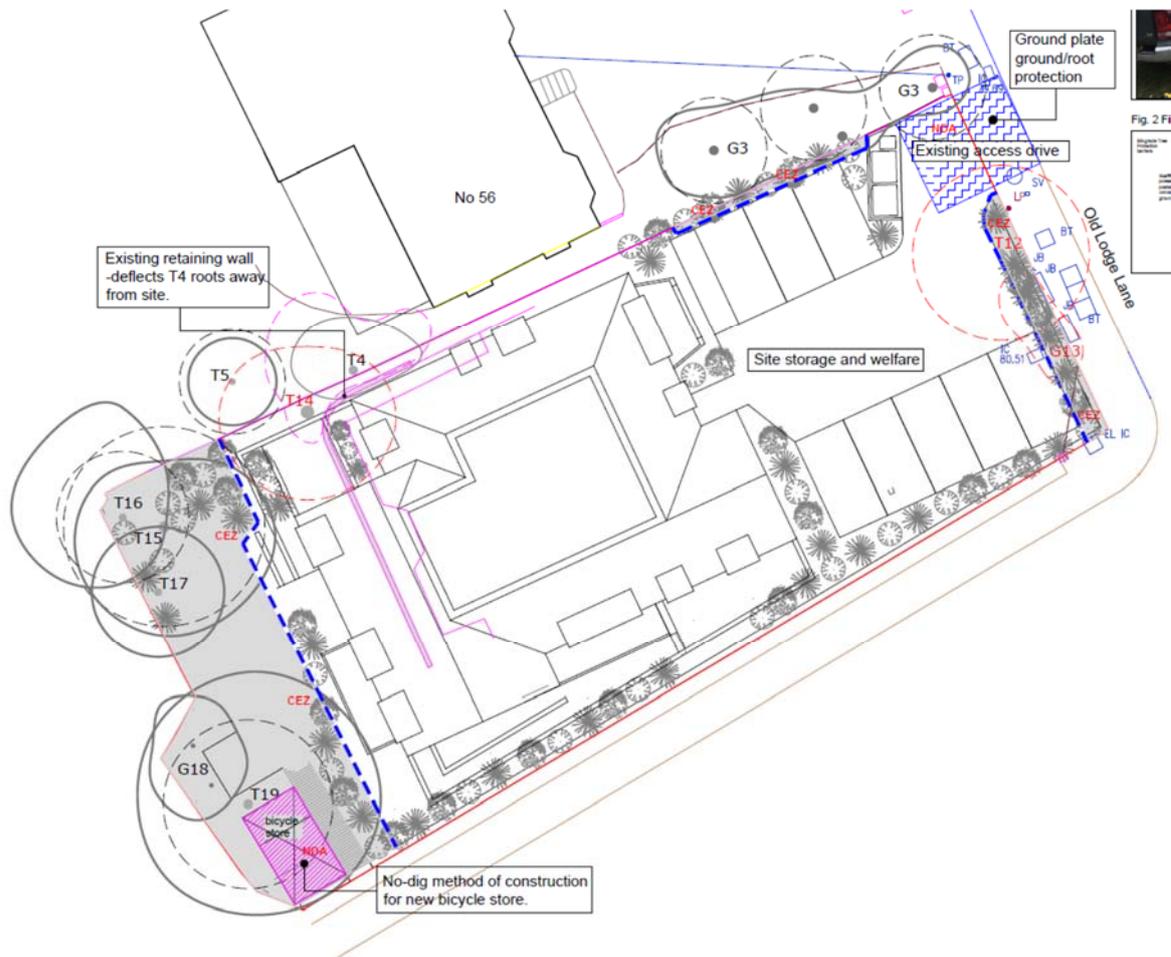


Fig 8: Tree Protection Plan

8.38 With regards to ecology, the site falls within a suburban area that currently comprises a single dwelling house. Given the location of the site and that there are no policy designation associated with it, it is considered that it is unlikely that protected species are present on the site. That said an informative has been recommended that states in the event protected species are found on site, the applicant is advised to review the protected species standing advice provided by Natural England.

8.39 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

8.40 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

8.41 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.

8.42 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.

8.43 A Fire Safety Strategy has been submitted which sets out how the proposal can meet policy D12 of the London Plan and is considered to be acceptable.

8.43 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 Borough, such as local schools.

Conclusions/planning balance

8.44 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.

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