

1.0 APPLICATION DETAILS

Ref: 21/00816/FUL
 Location: 6-8 The Gallop, South Croydon, CR2 7LP
 Ward: Selsdon and Addington Village
 Description: Demolition of existing pair of bungalows and replacement with 9 dwelling houses. Formation of vehicular access to the front of the site.
 Drawing Nos: 27409se-01, PL_001 Rev.00 (Site location plan), PL_100 Rev.12 (proposed ground floor), PL_101 Rev.11 (proposed first floor), PL_102 Rev.11 (proposed second floor), PL_103 Rev.11 (proposed roof plan), PL_200 Rev.09 (Front houses elevations), PL_201 Rev.09 (rear houses elevations), PL_300 Rev.09 (site sections), PL_400 Rev.09 (refuse store plans), PL_401 Rev.09 (elevation and section detail), 525.02 (soft Landscape plan) Rev P02, 525.01 (soft landscape plan) Rev P02, CCL10697-tree protection plan V3.
 Agent: Mr Lewis, Altham Lewis Architects
 Applicant: Macar Developments
 Case Officer: Joe Sales

	2 beds	3 beds	4 bed	TOTAL
Existing	2	0	0	2
Proposed (all market housing)	0	5	4	9

Number of car parking spaces	Number of cycle parking spaces
9	18

1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- Objections above the threshold in the Committee Consideration Criteria
- Application referred by Local Ward Councillor, Robert Ward
- Croham Valley Residents' Association referral

2.0 RECOMMENDATION

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

- A financial contribution of £13,500 for sustainable transport improvements and enhancements.

- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.
- 2.3 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. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports
3. Development to be carried out in accordance with the approved tree protection plan
4. Development to be carried out in accordance with the approved ecological surveys and reports

Pre-commencement conditions

5. Submission of Construction Management Plan and Construction Logistics Plan
6. Biodiversity mitigation and enhancement measures
7. Materials / details to be submitted
8. Submission of landscaping, details
9. Submission of SUDS details
10. Construction environmental plan for biodiversity
11. Biodiversity enhancement strategy

Pre-Occupation Conditions

12. Compliance with Tree Protection Plan
13. Submission of a copy of the mitigation license for badgers
14. Submission of site waste management plan for refuse collection
15. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
16. Installation of EVCPs at 20% active and 80% passive
17. Development in accordance with accessible homes requirements M4(2)
18. Compliance with Ecological appraisal
19. Compliance with energy and water efficiency requirements
20. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative (in relation to condition 5)

7. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the demolition of two single family dwelling houses (bungalows) and the comprehensive redevelopment of both sites to provide 9 new dwelling houses. It is proposed to provide two pairs of semi-detached dwellings along the existing frontage of the site with 5 dwellings located to the rear of the site. The site would be accessed via the existing highway on The Gallop and a new access road will be incorporated into the site to provide vehicular and pedestrian access to the rear of the site. The proposal would provide 9, off street, car parking spaces to the front of the site, 18 cycle parking spaces with associated landscaping. Each property would have private amenity to the rear.



Figure 1-Semi detached dwellings fronting The Gallop

Site and Surroundings

- 3.2 The application site is located on the western side of The Gallop and currently comprise two single storey bungalows. The Gallop slopes up from the north to the south of the site. The area is predominantly residential and comprises a number of single storey and two storey detached and semi-detached dwellings. The proposed area is traditional in terms of the architectural style and is suburban in character.
- The site has a Public Transport Accessibility Level (PTAL) of 0 which is considered to be very poor.
 - The site is at very low risk of surface water flooding.
 - There are no protected trees on the site.
 - There are no specific local plan policy designations against the site however, The Ruffett which is an open area opposite to the site, is designated as a Site of Nature Conservation Importance.



Figure 2-Aerial view of site

Planning History

- 3.3 There are no relevant planning history directly associated with the application site.

Other

- 3.4 It should be noted that amended drawings were received during the application period which reduced the car parking provision from 10 to 9 spaces in order to provide sufficient biodiversity enhancements and an improved landscaping scheme on the site. The amendments also included some alterations to the proposed floor layouts of the proposed dwellings to the rear of the site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.
- The proposal provides good quality accommodation for future residents.
- The design and appearance of the development would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the biodiversity of the site and wider area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.

5.0 CONSULTATIONS

5.1 The views of the planning service are set out below in material considerations

PLACE SERVICES (Council's ecological advisor)

5.2 Originally objected to the proposal but on receipt of further information confirmed no objection subject to conditions [Officer Comment: the conditions are recommended be attached to the planning permission].

6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 6 letters of notification to neighbouring properties as well as a site notice which was erected outside of the site. The number of representations received in response to the consultation are as follows.

6.2 No of individual responses: 307; Objecting: 305; Supporting: 2

6.3 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.

Objection	Officer comment
<i>Character and design</i>	
Overdevelopment of the site	Addressed in paragraphs 8.7-8.18
Building is overbearing, too tall, out of character / not in keeping with the area/loss of garden/ internal layout	
<i>Neighbouring amenity impacts</i>	
Overlooking and privacy concerns	Addressed in paragraphs 8.23-8.30
Impact on daylight/sunlight/loss of light to gardens	
Noise	
<i>Parking and highways</i>	
Insufficient parking will lead to overspill parking on surrounding road	Addressed in paragraphs 8.36-8.44
Insufficient turning space on the site so vehicles will have to reverse onto The Gallop which is dangerous	
Refuse vehicles cannot access the site	
<i>Other</i>	

No improvement to supporting infrastructure or public transport is proposed	A CIL contribution will be provided.
Impact due to construction traffic	Addressed in paragraph 8.43
Increased fire risk	Addressed in paragraph 8.51-8.54
Surface water flooding	Addressed in paragraph 8.47-8.49
Impact on wildlife/biodiversity	Addressed in Paragraph 8.34-8.35
Impact on trees	Addressed in Paragraph 8.31-8.33

Croham Valley Residents' Association

6.4 Following consultation Croham Valley Residents' Association (CVRA) objected on the following grounds and referred the application to Planning Committee:

- Overdevelopment of the site due to its bulk and massing.
- Development does not respect the local development pattern, layout and siting.
- Negative impact on the local infrastructure.
- Height of the development is unacceptable.
- Parking provision not acceptable and too low for the PTAL of the site.
- Negative impact to the biodiversity of the local area.
- Net loss of trees on the site.

6.5 Local Ward Councillor, Robert Ward, objected to the proposed development and referred the planning application to be considered by planning committee. The councillor raised the following concerns in relation to the proposed development:

- Out of keeping with the area.
- Overdevelopment of the site.
- Lack of consideration for the local infrastructure.
- Loss of trees.
- Impact on the visual amenities of the street scene.
- Inadequate car parking provision.

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 London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (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.

7.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- 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
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling
- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019)
- Section 106 Planning Obligations in Croydon and their relationship to the Community Infrastructure Levy (2019)
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Design and impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Trees and landscaping
- Access, parking and highways impacts
- Flood risk and energy efficiency
- Fire safety

Principle of Development

- 8.2 The existing use of the site is residential (C3) and as such the principle of redeveloping the site for residential purposes is acceptable in land use terms. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H2 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site is acceptable.
- 8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough. The proposed scheme would provide 5, 3 bedroom homes and 4, 4 bedroom homes so this strategic policy requirement is met.
- 8.4 The Croydon Local Plan has identified that some existing residential areas have the capacity to accommodate growth without significant change to its character. Several approaches have been outlined within the Suburban design Guide SPD (SDG). The proposal takes a 'regeneration' approach by encompassing a holistic

approach across two sites. This would see the replacement of single family dwelling housings with a housing development that would increase the existing density, massing and footprint.

- 8.5 This approach optimises the development potential across the sites, allows for better layout and appreciation of the site context and allows for a considered response. Therefore, the principle of development in terms of *land use* is acceptable and would be supported in policy terms.
- 8.6 The proposed scheme on the site for 9 units would not trigger affordable housing contributions in line with policy SP2 or London Plan policy H4 or H5.

Design and impact on the character of the area

Height, scale, massing

- 8.7 The proposed dwellings to the front of the site would respect the existing building lines of the neighbouring properties which front The Gallop in terms of their orientation and siting.
- 8.8 The height of the proposed dwellings fronting The Gallop are considered to be acceptable and in line with the objectives of the Croydon Local Plan and the Suburban Design Guide. Local Plan Policy DM10.1 states that new developments should be of at least three storeys. The height of the development would be two full floors with accommodation in the roofspace therefore complying with the aims and objectives of the guidance. The dwellings to the rear of the site would be 2 storeys in height providing a built form that is subservient to the dwellings to the front of the site, which is appropriate given their 'backland' siting.
- 8.9 With regards to the layout and siting of the proposed development, it is considered that the siting of the built form of development is acceptable. The proposals are set away from the neighbouring side boundaries maintaining a separation distance between the proposed dwellings and the existing neighbouring properties. This development pattern is consistent with the surrounding built form which contributes to the suburban character of the area. Whilst it is noted that the built form to the rear of the site within the existing garden is not a characteristic of the local area, the Local Plan and Suburban Design Guide supports this form of development subjecting to meeting the aims and objectives of the relevant policy, guidance and the gradual evolution of the suburbs.
- 8.10 A central route is provided through the middle of the site to provide vehicular and pedestrian access to the rear of the site. Each dwelling would benefit from private amenity space in the form of a designated rear garden.

8.11 Section 2.9 of the Suburban Design Guide states that back to back distances of new to new dwellings should be at a minimum of 12m. With regards to the relationship of the dwellings located within the rear of the site with those located on at the front of the site on The Gallop, a separation distance of between 15m and 17m will be provided which is consistent with the relevant guidance.

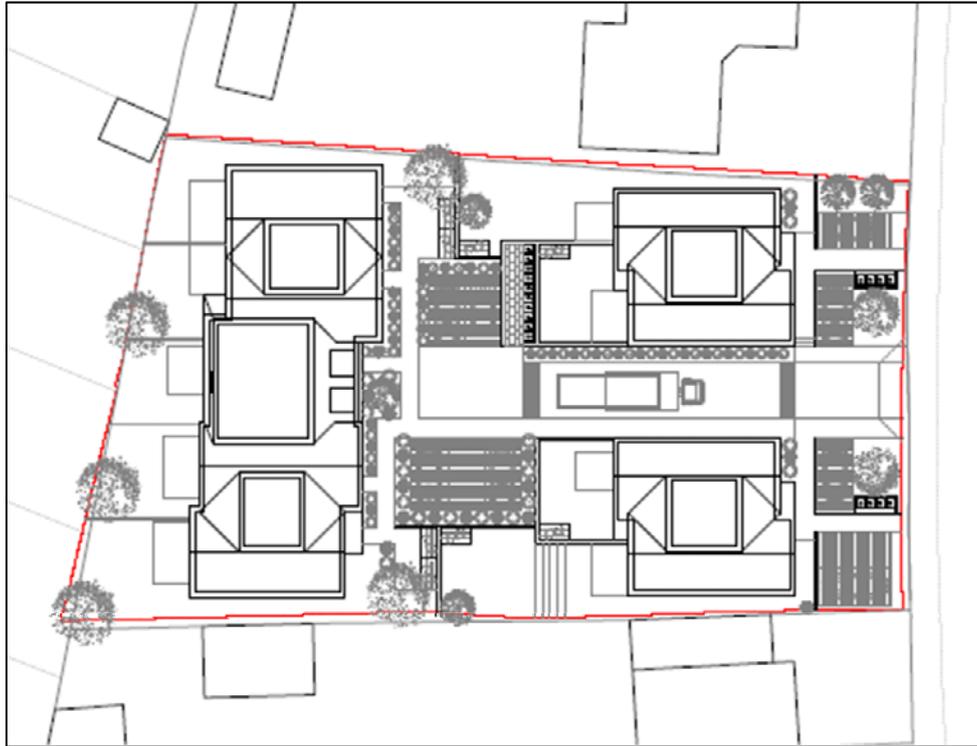


Figure 3-Proposed Site Plan

8.12 The guidance states further that back to back distances of new to existing 3rd party dwellings should be at a minimum of 18m. With regards to the terrace of dwellings to the rear of the site and their relationship with the existing dwellings on The Ruffets, these would be located approximately 20m away from the existing dwellings, ensuring that the proposals meet the relevant objective of the Suburban Design Guide as set out within section 2.9.

8.13 Overall it is considered that the height, massing, scale and site layout of the proposed development, would be in line and consistent with the aims and objectives of Policy DM10 and the Suburban Design Guide.

Detailed design

8.14 The design principles of the dwellings fronting The Gallop have been drawn from the contextual character analysis to provide an asymmetrical roof form when viewed from the street scene. A cat slide roof feature is present on both pairs of semi-detached dwellings. This feature is considered to break up the massing of the elevation and provides definition so that the dwellings are read individually from the street scene.



Figure 4-Elevations fronting The Gallop

- 8.15 The proposed fenestration of the dwellings to the front of the site have taken a traditional approach in terms of their formation on the front elevation of the dwelling which would be in keeping with the traditional architectural styles of the existing dwellings within the local area.
- 8.16 The elevations of the two pairs of semi-detached dwellings are broken up through the use of different materials at the ground and upper floors. A traditional red brick would be used on the ground floor of the dwellings and as white render is a common feature found within the local area, it is proposed to use a white brick at the upper floors of the development. A red clay tile would be used for the roof of the dwelling. It is considered that the proposed material choice ensures that the development is sympathetic with the surrounding area in terms of the traditional style of architecture whilst also providing a contemporary approach through the use of the use of materials such as white brick.
- 8.17 The proposal to the rear takes on a more subdued design approach to read as a back land development and to reduce its impact on the proposed and surrounding properties. With regards to the overall built form within the rear of the site, the design of the built form has sought to reduce the impact of the built form up through the provision of a subservient link between the two main elements of the terrace. It is considered that this results in a less dominant elevation in terms of the built form to the rear of the site and reduces its impact on the character of the wider area.



Figure 5-Front elevations of dwellings to the rear of the site

8.18 The proposed materials for the rear of the development will complement those to the front of the site to ensure that the development site is read as a whole. The proposed central link will be constructed in a dark grey brick with a dark grey tile. The contrasting materials that are proposed for the link are considered to enforce the subservience of this section of the built form.

Quality of Accommodation and internal layout

8.19 The National Design Guide states that well designed homes should be functional, accessible and sustainable. They should provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. Homes should meet the needs of a diverse range of users, taking into factors such as ageing population and cultural differences. They should be adequate in size, fit for purpose and adaptable to the changing needs of their occupants over time. London Plan Policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units comply with the minimum space standards and internal layouts provide hallways and adequate storage space.

8.20 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. All of the proposed dwellings are arranged traditionally in terms of their layouts with living accommodation located on the ground floor and living accommodation provided on the uppers floors. Each property would be dual aspect, which will improve cross ventilation, providing greater flexibility in the use of rooms whilst also being better equipped for future adaptability. This would also provide sufficient daylight to enter the units whilst also providing a good level of outlook for the future occupiers of the development.

8.21 Good design promotes quality of life for the occupants and users of buildings. This includes function, buildings should be easy to use. It also includes comfort,

safety and security. Amenity, privacy accessibility and adaptability. In terms of accessibility, all of the units would be M4(2) compliant which is acceptable given the typology of the dwelling as a house.

8.22 Overall the proposal is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, including the provision of communal amenity space in accordance with Local Plan Policies SP2 and DM10 and London Plan policies D6, D7 and D12.

Impacts on neighbouring residential amenity

8.23 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.

8.24 Representations have been made by the neighbours from adjoining and surrounding properties, with regard to impact on overlooking, outlook, privacy and amenity. Officers have assessed the impact on directly affected neighbours on The Gallop and The Ruffetts. The properties with the potential to be most affected are the neighbouring properties at numbers 4 and 10 The Gallop and 18-24 The Ruffetts. The site is situated immediately opposite to The Ruffett which is a wooded area so there would be no neighbouring impacts in this regard.

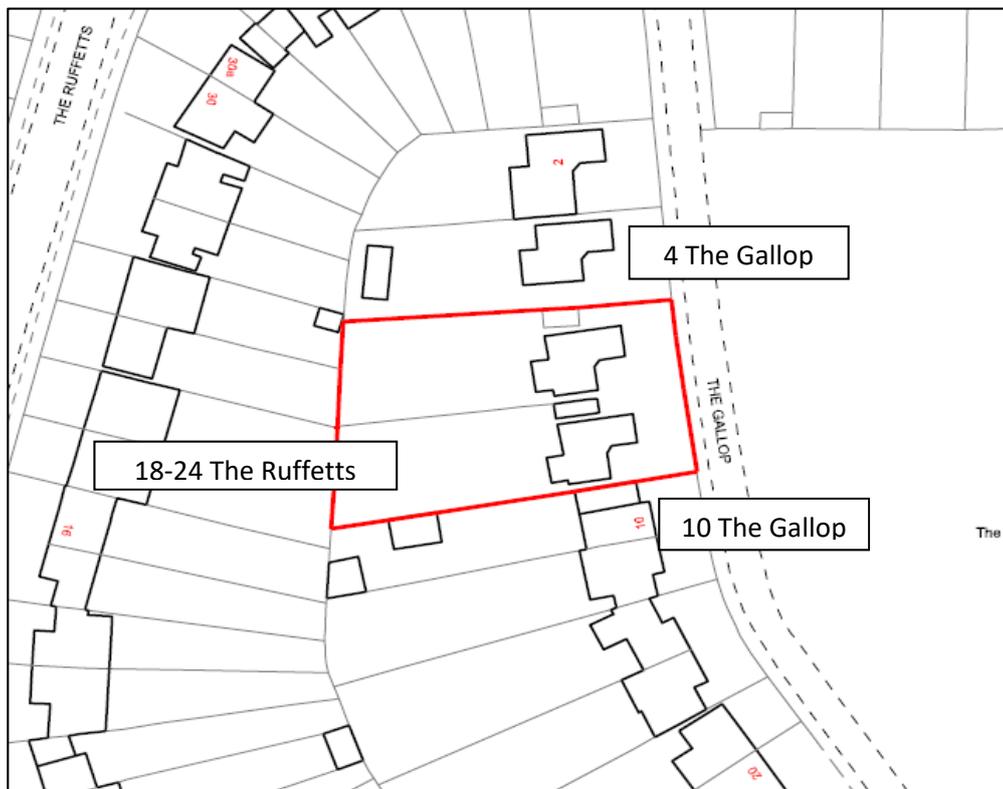


Figure 6-Neighbouring Properties

4 and 10 The Gallop

- 8.25 The pair of semi-detached dwellings situated at the front of the site are situated in the location of the existing dwelling. Based on the submitted drawings, it can be demonstrated that the proposals do not intersect the 45 degree lines in plan when measured from the nearest ground floor neighbouring habitable room windows.
- 8.26 With regards to the proposed height of the buildings at the front of the site and as noted previously, the built form is arranged over two stories with accommodation within the roof space. The Local Plan and the Suburban Design Guide encourage development of this height of development within such locations. Based on this policy position, it is considered that the proposed height of the dwellings would be acceptable and in accordance with local policy and would therefore have a minimal impact on the outlook or the amenity of the neighbouring dwellings.
- 8.27 The dwellings located to the rear would be situated within the minimum separation distances as set out within section 2.9 of the Suburban Design Guide. The proposals are likely to result in some oblique views over the site between the proposed dwellings to the rear and the existing dwellings at 4 and 10 The Gallop. That said, the fenestration of the building to the rear has been arranged in order to mitigate overlooking particular to the boundary which is shared with the bungalow at number 4 The Gallop.
- 8.28 Given the developments compliance with the separation distances and heights set out within the Local Plan and the Suburban Design Guide, overall the proposals are not considered to result in significant harm to the outlook, privacy and amenity of the neighbouring properties along The Gallop.

18-24 The Ruffetts

- 8.29 The Ruffetts is situated on the road which runs along the rear of the application site to the north. These existing dwellings are situated on the road which runs along the rear of the application site to the north. These existing dwellings situated along The Ruffetts would be set away from the proposed dwellings, to the rear of the site by approximately 21m in distance. Given the guidance set out within the Suburban Design Guide and due to the scale, size, subservient design and typology of the dwellings, in conjunction with the separation distance, it is considered that there will be minimal harm caused to the outlook and amenity of the neighbouring properties along The Ruffett as a result of the proposed development.
- 8.30 The proposed development would not result in undue noise, light or air pollution uncommon to a residential area, 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. Overall it is considered that the proposal complies with the requirements of Policy DM10.6 of the Local Plan.

Trees and landscaping

- 8.31 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. Objections have been raised in relation to the clearance of the site which occurred prior to the applicant entering into pre-application discussions with the council. The Council acknowledges that the applicant has felled trees on site prior to engaging in a pre-application meeting. The Council is very much in favour of the retention of trees, not only for the character of the area but for the environmental value they bring. However, the trees that have been removed were not protected and so the Council would not have any control in their removal and the landowner would have the freedom to fell trees at their discretion.
- 8.32 Although the existing trees have been removed, the site now provides an opportunity to plant a number of new trees as part of a comprehensive landscaping scheme. It is proposed to plant 12 trees and retain 3 existing trees (T4, T11 and T13) with various shrubs introduced to the site as part of the landscaping proposals. The proposed development will result in some slight incursions into the root protection areas of the retained trees however, a tree protection plan has been submitted as part of the application and the mitigation and protection measures are considered appropriate in relation to minimising the harm to the health of the existing trees. A condition has been recommended that the development is carried out in accordance with this plan. It is considered that the landscaping proposals would positively contribute to the suburban character of the surrounding area. Overall the proposed landscaping proposals are considered to provide a development that softens then proposed hardstanding to the rear of the site whilst also enhancing the biodiversity of the site.

July, 2021c). The submitted documentation gives an indication of how Biodiversity Net Gain can be achieved on site using the Defra Small Sites Metric.

- 8.35 Officers at the council are satisfied that the information provided now gives officers certainty of the likely impacts on protected and Priority species & habitats and, with appropriate mitigation measures secured. Subject to the recommended conditions the development is considered acceptable in terms of mitigating the impact to wildlife and biodiversity.

Access, Parking and Highway Safety

- 8.36 The site has a Public Transport Accessibility Level (PTAL) of 0 which indicates extremely poor access to public transport. The road itself is quite narrow however there is a footway along this section of The Gallop. The site is approximately 800m away from bus stops located on Farley Road. The London Plan requires *up to* 1.5 spaces per dwelling for outer London location with a PTAL of 0 with properties with 3 or more bedrooms.

Access arrangements and car parking

- 8.37 The existing and proposed access to the site would be from The Gallop. Three new vehicular crossovers are proposed to facilitate 4 car parking spaces to the front of the site and an access road to the rear of the site which provides a further 5 spaces. Each space would measure 2.4 metres by 4.8 meters wide, swept path assessments have been undertaken using 4.8m long cars.
- 8.38 The scheme proposes 9 on-site parking spaces, this would provide 1:1 parking spaces. Given the significant proportion of family units and that concerns have been raised about overspill parking, a parking stress survey has been submitted as part of the application using the Lambeth methodology. The two overnight surveys show an unrestricted parking stress of 29% and 30%. The surveys demonstrate an acceptable level of spare parking capacity exists within the survey area during the night-time residential peak, with significant levels of reserve capacity available. The proposed car parking provision is considered acceptable.
- 8.39 The *maximum* requirement within the London Plan for a PTAL 0 area would be *up to* 1.5 spaces per dwelling and so, the proposed provision meets the policy requirements in terms of not going above the maximum car parking provision allowed by the London Plan. Representation raised concern over inadequate provision of parking spaces for 9 family dwellings, however as stated, the proposal meets the London Plan requirements. Furthermore as a response to climate change and sustainable development, new developments should not provide excessive car parking for single family use, especially given that there is public transport provision on Farley Road.
- 8.40 The applicant does not require planning permission to introduce a new crossover on to an unclassified road. In general terms having three parking crossovers in a row can give rise to concerns over pedestrian visibility, however given the existing low traffic levels of the area and low vehicle speeds, this arrangement is considered acceptable. Given the constraints of the site the parking

arrangements are acceptable in this instance. A condition has been recommended that requires the submission of details relating to the visibility splays of the development.

- 8.41 A condition will be attached to ensure 20% active vehicle charging points would be provided in line with policy DM30 and Policy T6.1 of the London Plan. The appropriate pedestrian and vehicular sightlines are shown on the site plan.
- 8.42 The car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.
- 8.43 A Construction Logistics Plan has been submitted however the information that has been submitted is incomplete and so a condition will be recommended.
- 8.44 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.

Cycle parking

- 8.45 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 18 cycle parking spaces for residents and given the scale of development, there is no requirement for visitor parking. Cycle parking has been located to the rear gardens of the dwellings and given that the application is for single family dwelling houses, this arrangement is considered acceptable.

Refuse / Recycling Facilities

- 8.46 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin stores are located to the front and the rear of the development site and are of an appropriate size to accommodate the required bins. Whilst the refuse stores at the front of the site would be an appropriate location for collection by operatives, however, the refuse store to the rear of the site is too far for operatives to collect and it is proposed that a condition is attached to any decision notice requiring details of collection in the form of a refuse management plan. The location of bulky waste storage has also been provided within the site layout plan and is acceptable.

SuDs, Flood Risk and Energy Efficiency

- 8.47 The site is within flood zone 1 and is at very low risk of surface water flooding. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area and hardstanding will incorporate permeable paving which drain to adjacent soft landscaping areas. The development also proposes water butts to the rear of the dwellings in order to harvest rainwater and in turn reducing surface water run-off.

8.48 A condition requiring details of a Surface Water Drainage Strategy have been recommended and should be submitted to comply with Local Plan policy DM25 and London Plan policy SI13.

8.49 Finally, SUDS details will be required by condition.

Energy efficiency

8.50 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Fire Safety

8.51 London Plan Policy D12 required that development proposals should achieve the highest standards of fire safety at the earliest possible stage: *'In the interest of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of safety'*

8.52 The fire safety statement has been prepared with the level of detail that is appropriate and reasonable to the scale of development. The statement indicates that fire appliances can be located to the front of the property on The Gallop, further to this the properties benefit from extensive rear gardens and to the front that would offer easily accessible refuge for occupiers.

8.53 The buildings have been designed in such a way to minimise the spread of fire as outlined in points a)-d) in the Fire Strategy Statement. The rear building would be 35m from The Gallop, this is within the 45m distance that fire service vehicles should be able to access a property and so would be acceptable.

8.54 The proposed development will ensure that there will be viable access for firefighting equipment appropriate for the size of development. It is considered that the statement that has been submitted is sufficient to fulfil the requirements of D12.

Conclusion

8.55 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.

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

Other matters

- 8.57 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 8.58 All other planning considerations including equalities have been taken into account.