

PLANNING APPLICATIONS COMMITTEE February 2020

APPLICATION NO. **DATE VALID**
19/P3893 31.10.2019

Address/Site 7 Rural Way, Streatham, SW16 6PF

Ward Graveney

Proposal: DEMOLITION OF EXISTING BUILDING AND ERECTION OF 3
x 3 BED TERRACED HOUSES. ASSOCIATED LANDSCAPING
AND CREATION OF AMENITY AREAS, PARKING AND CYCLE
STORAGE

Drawing Nos: 01; 1477-04; 1477-05; 1477-07; 1477-08; 1477-08; 1477-09 Rev
A; 1477-10 Rev A; 1477-11; 1477-12; 1477-13; Flood Risk
Assessment – prepared by Ashfield Solutions Group, dated
17/10/2019.

Contact Officer: Jourdan Alexander (020 8545 3122)

RECOMMENDATION

Grant planning permission subject to the completion of a S106 planning undertaking and relevant conditions.

CHECKLIST INFORMATION.

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No,
- Number of neighbours consulted: 13
- Press notice – No
- Site notice – Yes
- External consultations: Environment Agency
- Conservation area – No
- Listed building – No
- Tree protection orders - No
- Archaeological Priority Zone – No
- Flood risk zone – Yes, Zones 1, 2 and 3
- Controlled Parking Zone – Yes, Zone GC1
- PTAL 2

1 INTRODUCTION

- 1.1 The application has been brought before the Committee due to the number of objections received and their scope.

2 SITE AND SURROUNDINGS

- 2.1 The application site comprises a single storey detached bungalow which is located on the south-western side of Rural Way. The site is regular in shape and is 443sq.m. To the rear, the property has a private garden and is enclosed by 1.8m high close board fencing.
- 2.2 Rural Way is characterised by mixed architecture, both in terms of scale and design. The street comprises a mixture of terraced, semi-detached and detached properties, ranging from single storey, two storey and three storey dwellings, on a variety of plot sizes. The two neighbours on either side boundaries of the site are single storey buildings.
- 2.3 The site is not located within a conservation area. The site is located partially within Flood Zone 2 and 3 (to the front of the property). The remaining parts of site are Flood Zone 1. The site is located within a controlled parking zone.

3 CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the demolition of the existing building and the redevelopment of the site to provide a terrace row of three dwellings, each with three bedrooms. The proposed terrace building would be two-storey with a loft, and tapered at each level. The first floor would be recessed approximately 1.5m from the rear ground floor level and the top third floor of accommodation is within the roofspace where the terrace is designed with the roof hipped at each end.
- 3.2 This proposed building would have a ridge height of 8.55m and an eaves height of 5m. A 1.45m gap would be retained between the flank wall of 9 and the terrace and 1.65m between the flank of 5 and the opposite end of the terrace. Facing materials are shown to be facing brick up to cill level with white render to the walls, with brick header courses above windows and clay tiles to the roofs. Surfacing materials are stated to be “permeable”.
- 3.3 The front of the building would employ a similar design approach to that used on the recently completed two storey properties at No. 8 and No 10 Rural Way, which are situated on the opposite side of the street. The rear of the building would exhibit a single storey rear projection of 2.0 metres in depth. A pitched roof dormer window to each dwelling would also feature at upper level, and at first floor rear level Juliet openings would be formed.
- 3.4 In terms of the building’s footprint within the site, the front elevation would be slightly recessed within the site than that of the current building to allow sufficient space for parking at front. Whilst the building’s rear elevation would protrude slightly deeper within the site, which is predominantly due to the building’s ground floor extension. The rear ground floor level of the building would sit approximately 2.4m back from the rear elevation of No 5, and approximately level with the other boundary neighbour at No.11 Rural Way.
- 3.5 The frontage of the site would be laid out as individual driveways for each property, incorporating soft landscaped strips, which would also accommodate

bin storage enclosures. Cars would be required to reverse in or out of the driveways.

- 3.6 Each dwelling would have a rear garden measuring 50m², with parking spaces for two bicycles.

4. **RELEVANT PLANNING HISTORY**

- 4.1 19/P1298 (7&9 Rural Way) - DEMOLITION OF EXISTING TWO DWELLINGS. ERECTION OF 6 x THREE BEDROOM TERRACED HOUSES SPLIT INTO TWO SEPERATE BUILDINGS. SURROUNDING SITE TO BE LANDSCAPED AND CREATION OF AMENITY AREAS, PARKING AND CYCLE STORAGE. Refused August 2019.

The proposed development, due to its size, siting and design would: a) fail to respect the rhythm, scale, spacing and massing of surrounding buildings, giving rise to an overly dominant and cramped appearance in the context of the Rural Way streetscene, resulting in material harm to the character of the area and; b) fail to provide sufficient outdoor amenity space, which would fail to provide a satisfactory standard of accommodation; The proposals would be contrary to policies CS14 of the Core Planning Strategy 2011 and policy DMD2 of the Merton Sites and Policies Plan 2014.

In the absence of a completed S106 undertaking to ensure that the future occupiers of the development are prevented from being able to obtain parking permits for the Controlled Parking Zone, the proposal would result in an increased demand for on street parking which would lead to increased kerbside parking, resulting in a detrimental impact on highway and pedestrian safety. The proposals would be contrary to policy 6.13 of the London Plan 2016, Policy DM T3 of the Sites and Policies Plan 2014 and Policy CS20 of the Core Planning Strategy 2011.

It is important to note that the previously refused application covered two plots of land, 7 & 9 Rural Way. The principle of more intensive residential development was considered by the planning officer to be acceptable. However, the quantum of development across the site, involving narrow building plots was considered to be harmful to the visual character. In addition, the gardens for each dwelling were below the minimum area as prescribed by Policy DM D2.

5. **CONSULTATION**

- 5.1 The application was advertised by means of a site notice and letters to 16 neighbouring occupiers. Six letters of objection were received towards the application, as summarised:
- Overlooking and loss of visual privacy to the surrounding residential properties including gardens from the development.
 - Loss of established trees, as well as the negative impact that this would have on bird species.
 - The garden removal and hard landscaping will cause flood risk.

- Scale of buildings is out of character with the appearance of surrounding development.
- The size of the dwellings would be substandard for a family to live
- Development would increase noise and parking congestion
- The application is similar to that previously refused by the Council (ref 19/P1298).
- The plot space is not suitable for three dwellings
- The buildings will have an adverse and overbearing visual impact on neighbouring rear gardens

5.2 The Environment Agency:

No objections subject to conditions relating to contaminated land, sustainable drainage, piling and to ensure the mitigation measures set out in the submitted Flood Risk Assessment are implemented.

5.3 LBM Flood Risk Officer:

No objections subject to a condition relating to surface and foul water drainage.

5.3 LBM Environmental Health:

No objections subject to the following condition:

No development shall take place until a Demolition and Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

The Statement shall provide for:

- hours of operation
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative - displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of noise and vibration during construction.
- measures to control the emission of dust and dirt during construction/demolition
- a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To protect the amenities of those in the local vicinity during the development.

5.4 LBM Highways:

No objections were received towards the application from highway's officers subject to suitable conditions pertaining to construction.

5.5 LBM Transport Planning

No objection. A suitable level of car parking and cycle parking is provided. Loss of 2 on-street parking bays is not objectionable from a parking management point a view. The Traffic Management Order will need to be modified to allow for the highway works to include yellow line marking between the proposed vehicle crossovers, and the additional units made parking permit free.

6 POLICY CONTEXT

6.1 NPPF (2019). Key sections:

- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change

6.2 Relevant policies in the London Plan 2016 are:

- 2.6 Outer London: Vision and strategy
- 2.8 Outer London: Transport
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.17 Waste capacity
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An Inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 8.2 Planning obligations
- 8.3 CIL

6.3 Relevant policies in the Core Strategy 2011 are:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 11 Infrastructure
- CS 14 Design
- CS 15 Climate change
- CS 16 Flood risk management
- CS 17 Waste management
- CS 18 Transport
- CS 19 Public transport
- CS 20 Parking servicing and delivery

6.6 The relevant policies in the Sites and Policies Plan 2014 are:

- DM D1 Urban Design
- DM D2 Design considerations
- DM F1 Support for flood risk management
- DM F2 Sustainable urban drainage systems
- DM T2 Transport impacts of development
- DM T3 Car parking and servicing standards
- DM T4 Transport infrastructure

6.6 Supplementary planning considerations

- London Housing SPG – 2016
- DCLG - Technical Housing Standards: Nationally Described Space Standards - 2016

7. PLANNING CONSIDERATIONS

7.1 The key issues in the assessment of this planning application are:

- Principle of development.
- Design and impact upon the character and appearance of the area.
- Standard of accommodation.
- Impact upon neighbouring amenity.
- Transport, highway network, parking and sustainable travel.
- Refuse storage.
- Sustainable design and construction.
- Flood risk and drainage.

Principle of the development

7.2 Policy 3.3 of the London Plan 2016 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities.

7.3 The proposal would result in the provision of 2 additional homes, which is generally supported by Core Strategy policies CS8 & CS9 which seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.

- 7.4 Therefore, notwithstanding the need to carefully consider design, transport and other technical aspects of the proposal in more detail, officers consider that a more intensive residential development could be supported in principle.

Character and appearance

- 7.5 The National Planning Policy Framework (NPPF) states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Metropolitan planning policy advice in relation to design is found in the London Plan (2016), in Policy 7.4 - Local Character and 7.6 - Architecture. These policies state that Local Authorities should seek to ensure that developments promote high quality inclusive design, enhance the public realm, and seek to ensure that development promotes world class architecture and design.
- 7.6 Policy DM D2 seeks to ensure a high quality of design in all development, which relates positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports this SPP Policy.
- 7.7 Rural Way is characterised by architecturally varied residential buildings in terms of their size and scale. The street exhibits a mixture of dwelling designs, ranging from detached single storey dwellings on large plots, to semi-detached and terrace dwellings of 2 to 3 storeys in height.
- 7.8 In recent years a number of detached single storey dwellings, similar to that of the applicant building, have been demolished with much larger two storey buildings erected comprising multiple dwellings. Examples of this re-development include both No. 8 and No. 10 Woodstock Way (directly opposite the site). Planning permission was granted by Planning Committee in March 2018 at No 21 Woodstock Way for a similar form of development than that proposed here, comprising the erection of three x three bed terraced houses (ref:17/P3153). In this context the design, scale and density of the proposal is appropriate and reflects similar developments approved and built within the immediate area.
- 7.9 The footprint of the proposed terrace dwellings presents a consistent and sympathetic appearance of the development in the context of the existing street scene in Rural Way. The front setback of the dwellings are consistent with surrounding dwellings, and the presentation of the buildings as a row of two storey (with loft) terrace dwellings with hipped pitched roofs is consistent with other buildings along this street. The central dwelling, within the terrace row of three dwellings, would be articulated slightly forward of the dwellings at either side and have a pitched part roof above. This design would help to break up the visual massing of the building, and responds to the designs used on many buildings along Rural Way.
- 7.10 It is acknowledged that the proposed dwellings will represent an increase in the bulk and appearance of development when compared with the existing single storey bungalow on the application site. However, it is considered that

its scale and appearance would be consistent with the appearance of development in the surrounding area. Gaps would be retained between the proposed building and neighbouring residential properties so that the new dwellings and neighbouring buildings are visually separate. It would also ensure that permeability of views to the rear of the site is largely retained.

- 7.11 The proposed materials show that the buildings are to be finished with brick along the bottom of the buildings with white render above. The roof is to be clay tiles and openings in white pvc. These materials are suitable for the residential character of the area, although a condition has been recommended to secure the precise appearance of these materials before development commences.
- 7.12 Additional conditions have also been included to secure details for hard and soft landscaping as well as the details of walls, fences, railings or other means of enclosures to the front boundary. These conditions are necessary to ensure that the frontage of the properties has an appropriate fit for the suburban residential street, and prevents the entire frontage of the properties being used for forecourt parking.
- 7.13 By reason of the appearance, materials and scale of the proposed dwellings, the development is considered to contribute positively to the residential character at Rural Way. The proposal is therefore consistent with London Plan Policies 7.4 and 7.6, Core Strategy CS14 and SPP Policies DM D2.

Standard of accommodation

- 7.14 London Plan Policy 3.5 states that all new housing developments should be of the highest quality internally, externally and in relation to their context. In order to ensure that such development provide an adequate level of internal amenity, Table 3.3 of the London Plan sets out the minimum floor areas which should be provided for new housing. The DCLG publication: "Technical housing standards - nationally described space standard" (2016) provides further guidance, which has been adopted by the Mayor for London.
- 7.15 Sites and Policies Plan Policy DM D2 seeks to ensure good quality residential accommodation with adequate levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution.
- 7.16 The scheme proposes the following unit sizes:

House	Type	GIA (sqm)	London Plan requirement for GIA (sqm)	External amenity space (sqm)
1	3b/6p	117	108	56
2	3b/6p	130	108	50
3	3b/6p	117	108	50

- 7.17 All the dwellings would exceed minimum Gross Internal Floor Areas (GIA) required by the London Plan/National Housing Standards. The proposed dwellings offer dual outlook and are considered to contribute to a high standard of living due to having both an efficient and logical internal layout. All habitable rooms would be serviced by windows. Each dwelling would comprise three bedrooms, each of the bedrooms are of good size for their intended occupancy.
- 7.18 In terms of external amenity space, Policy DM D2 requires an area of 50sqm, set out as a single useable regular shaped amenity space, per house. All three homes would meet external space requirements and are appropriately configured for family use.
- 7.19 Overall the proposal is considered to provide a high standard of accommodation for future occupiers, satisfying Policy 3.5 & Table 3.3 of the London Plan 2016, the Nationally Described Space Standards (2016), Policy DMD2 of Merton's Adopted Sites and Policies Plan 2014.

Neighbouring Amenity

- 7.20 Policy DM D2 seeks to ensure that development does not adversely impact on the amenity of nearby residential properties.
- 7.21 The proposed building would feature a ground floor projection with a depth of 2.0m with sloped roof to 2.5m in height. This extension would project beyond the rear building line of the neighbouring property, No.5 Rural Way, by approximately 2.4m. The building is tapered inwards between ground and upper level. Given that the protrusion of the building is relatively minor it would not result in the loss of outlook, daylight / sunlight or create a sense of enclosure that would be considered harmful to occupiers at No 5 Rural Way.
- 7.22 With respect to No. 11 Rural Way, the proposed dwelling's ground floor extension would sit approximately level with the rearward wall of the existing rear extension at No 11. Given the relationship of the building with No 11 Rural Way the proposed development would not result in the loss of outlook, daylight / sunlight or create a sense of enclosure that would be considered harmful to occupiers the neighbouring occupier.
- 7.23 There are no side facing windows to No.5 or No.11, which would be affected by the proposed development.
- 7.24 The proposed development would introduce rear facing Juliet openings at first floor and at roof level (dormer windows), whereby there are currently no rear facing windows above ground floor level at the site. The separation distance from the proposed windows to the rear facing windows of properties to the rear, along Rustic Avenue, is approximately 22m. This separation distance would be sufficient to ensure that future occupiers to the dwellings would not gain close or penetrative views into neighbouring habitable rooms. As such, the proposal would not result in a materially harmful loss of privacy. This conclusion is further supported by the Council's guidelines for development which have historically indicated that a separation distance of over 20m is acceptable in terms of overlooking.

- 7.25 Whilst the provision of two-storey buildings, with a dormer window above, would result in new views towards neighbouring gardens, this is not considered unusual within a suburban setting. No objections towards this are raised.
- 7.26 It is noted that the proposed development would involve the removal of several trees from the site's rear garden, which do provide some screening benefits. However, these trees are not protected and could be removed at any time. It is not considered reasonable to insist on their retention, or an alternative form of screening to be erected.
- 7.27 The use of the site would remain as residential and there is no indication that the use of the proposed houses and gardens would result in materially harmful noise disturbance to neighbouring properties.
- 7.28 For the reasons set out above the proposal is considered to be acceptable in terms of residential amenity and would comply with Policy DM D2.

Highway, traffic and parking considerations

- 7.29 Core Strategy Policy CS 20 considers matters of pedestrian movement, safety, servicing and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. Core Strategy Policy CS 18 promotes active means of transport.
- 7.30 The increase in traffic generated by the two additional homes would not have a material impact on the local highway network.
- 7.31 The application proposes a single off-street parking space for each dwelling and given the low PTAL rating of 2, car parking should be provided. The level of car parking proposed, one off-street car park per dwelling, is suitable for the development and location. Cars would be required to either reverse in or reverse out onto the highway, but given the low level of traffic along the street, this arrangement is not considered to result in material harm to highway safety.
- 7.32 Whilst the level of car parking proposed is acceptable, it will be necessary to ensure that highway safety is not adversely affected by way of displacement parking as a result of the increase in dwelling numbers. To address the impact upon parking in the area, it is recommended that permission be granted subject to permit free restrictions which would be set out in a planning agreement, which would ensure that the future occupiers of two of the three proposed dwellings are not eligible to obtain a parking permit (this allows for the fact that the existing dwellings on site is eligible to obtain parking permits and therefore the restriction relates only to the increased number of dwellings on site).
- 7.33 Subject to the above, the proposal is considered to result in an acceptable impact on the surrounding parking and traffic management network, consistent with London Plan policies 6.3 and 6.12, CS policies CS18 and CS20 and SPP policy DM T2.

- 7.34 The London Plan requires one cycle parking space for 1 bed units and two spaces for all other dwellings. The cycle spaces to be provided within the rear gardens would meet policy requirements and no objection is raised. A condition has been recommended requiring that details are submitted of the proposed cycle enclosures to the Council before development commences to satisfy policy requirements that enclosures are secure and covered.
- 7.35 Servicing arrangements would be acceptable, with refuse collected from refuse storage to the frontage of the site.
- 7.36 The Council's Transport Planner has assessed the proposed arrangements and raises no objection in terms of the level of car and cycle parking. It is noted that the scheme would result in the loss of two on-street parking bays but this would not warrant a refusal of planning permission due to the level of available parking in the vicinity. The existing Traffic Management Order would need to be modified in order to secure the necessary highway markings, to remove the bays and provide yellow lines on the highway between the proposed vehicle crossovers, where there is not sufficient space to re-incorporate a parking bay. An informative has been included to advise the applicant to contact the Council's Highway Team prior to any work.

Flooding and drainage considerations

- 7.37 The northern corner of the site is within Flood Zones 2 and 3, meaning that there is an increased probability of flooding. The application is accompanied by a Flood Risk Assessment which sets out that fluvial and groundwater flood risk is considered to be moderate with all other potential sources of flood risk deemed to be low. The client's development approach would look to manage/mitigate any residual flood risk as part of the design. The FRA concludes that the proposed development:
- Is suitable in the location proposed and will be adequately flood resistant and resilient;
 - Is unlikely to place additional persons at risk of flooding; and,
 - Is unlikely to increase flood risk elsewhere through the loss of floodplain storage, impedance of flood flows or increase in surface water run-off.
- 7.38 The following measures would be incorporated:
- Setting of finished floor level to a suitable level, above modelled floor levels - the floor level would be set at 21.47m (above datum) where the minimum permissible height of the floor level must be at least 21.32m.
 - Using construction materials with flood resilient properties.
 - Incorporating non-return valves on any foul water outlet(s) from the development to ensure no back surge of diluted sewage.
- 7.39 The Environment Agency has commented on the proposals and raises no objection subject to conditions relating to sustainable drainage, piling and to ensure the mitigation measures set out in the submitted Flood Risk Assessment are implemented.

- 7.40 The proposal is considered to be acceptable in terms of flood risk. Planning conditions have been recommended to mitigate against any potential impact on flooding and associated risks.
- 7.41 In terms of drainage, the application indicates that it will reduce the extent of non-permeable surfaces on the site. However, this is not detailed in the submission. The Council's Flood Risk Engineer has considered the proposals and concludes that whilst the proposal is acceptable in terms of flood risk, a condition should be imposed, if the application were acceptable in all other respects, to secure the submission and implementation of a detailed scheme for the provision of surface and foul water drainage.

Landscaping and Biodiversity

- 7.43 Policy DMO2 seeks, amongst other things, to protect land of ecological value. The NPPF has a presumption in favour of sustainable development, seeking positive improvements in the quality of the built, natural and historic environment including moving from a net loss of biodiversity to achieving net gains for nature.
- 7.44 The proposed development would result in the loss of a number of garden trees and scrub vegetation. These trees are considered to provide limited public amenity value and are not TPO protected, meaning they could lawfully be removed at any time.
- 7.45 While the site has no formally identified biodiversity value the removal of existing trees and vegetation would result in a minor reduction in biodiversity. In the interests of reducing the potential impact on birdlife, an informative has been recommended detailing that vegetation clearance should avoid the bird nesting and bat roosting season to prevent possible contravention of the Wildlife and Countryside Act 198.
- 7.46 The application also proposes as part of their application to landscape the site. A condition has also been recommended for a plan of landscaping to be submitted to the Council for approval in order to mitigate the loss of trees and vegetation from the works.

Sustainable design and construction

- 7.47 New buildings must comply with the Mayor's and Merton's objectives on carbon emissions, renewable energy, sustainable design and construction, green roofs, flood risk management and sustainable drainage. The most relevant London Plan policies are 5.1 (Climate Change Adaptation), 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design and Construction) which seek to minimise energy usage and reduce carbon dioxide emissions.
- 7.48 Policy CS15 sets out minimum sustainability requirements for development proposals.
- 7.49 The application includes supporting information in relation to sustainable design and construction. To achieve this the applicant proposes to apply sustainable design through minimising water consumption, energy supply and

lighting, heating and hot water, fabric heat loss, glazing and renewables. In order to ensure that the development incorporates the sustainable reductions outlined to comply with Council policy a condition has been recommended to secure necessary carbon savings and water usage reductions.

Community Infrastructure Levy

- 7.50 The proposed development would be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

8. Conclusion

- 8.1 The proposal would provide two additional family homes within the borough, in line with planning policy. The scale, form, design, positioning and materials of the proposed two storey (with loft level) terrace dwellings are considered to respond well with the streetscape and the suburban character. The proposed homes would provide a high standard of accommodation, and the provisions for refuse storage and collection are appropriate. Planning conditions and a unilateral agreement (for parking permit free) have been recommended to ensure that the impacts of the development are adequately addressed.

Recommendation

Grant planning permission subject to the completion of a S.106 Agreement covering the following heads of terms: -

1. The new dwellings are to be permit free residential units.
2. The developer agreeing to meet the Council's costs of preparing [including legal fees] the Section 106 Obligations [to be agreed].
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations [to be agreed].

And subject to the following conditions: -

1. A1 Commencement of development (full application)
2. The development hereby permitted shall be carried out in accordance with the following approved plans: 01; 1477-04; 1477-05; 1477-07; 1477-08; 1477-08; 1477-09 Rev A; 1477-10 Rev A; 1477-11; 1477-12; 1477-13, Flood Risk Assessment – prepared by Ashfield Solutions Group, dated 17/10/2019.
3. C01 No Permitted Development (Extensions)
4. B1 External Materials to be Approved
5. H06 Cycle Parking - Details to be Submitted
6. Demolition and Construction Method Statement submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period.

7. Hard & Soft Landscaping and Boundary Treatment
No development shall take place until full details of the following have been submitted to and approved in writing by the local planning authority, and these works shall be carried out as approved before the occupation of any buildings hereby approved, unless otherwise agreed in writing by the Local Planning Authority:
 - a) Hard and soft landscaping
 - b) Walls, fences or railings within the site.

8. Surface and foul water drainage
No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at a restricted (greenfield) runoff rate in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards.

9. L3 Sustainability Standard Pre-Occupation

10. C07 Refuse & Recycling (Implementation)

11. F09 Hardstandings

12. H04 Provision of Vehicle Parking

13. Sustainable Drainage
Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

14. Development in accordance with Flood Risk Assessment
The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) 17/10/2019/ 103219-F02/ Ashfield Solutions Group Ltd and the following mitigation measures detailed within the FRA: Finished floor levels are set no lower than 21.47m above Ordnance Datum (AOD). The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

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