

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/02870/FUL
 Location: 48A Grasmere Road, Purley, CR8 1DW.
 Ward: Purley Oaks and Riddlesdown Road.
 Description: Demolition of existing two storey house and single storey garage, erection of two storey plus lower ground floor level building to accommodate seven self-contained dwellings (C3), two off-street car parking spaces, bicycle and refuse stores.
 Drawing Nos: 17-P-1, 2, 3 Rev G, 4 Rev J, 5 Rev L, 6 Rev B, 7 Rev B, 8 Rev B, 9 Rev A.
 Applicant: Sterling Rose.
 Agent: Sterling Rose.
 Case Officer: Barry Valentine.

| | 1B 1P | 1B 2P | 2B 3P | 3 B 4P | 4B 6P | Total |
|--------------------------|--------------|--------------|--------------|---------------|--------------|--------------|
| Existing Provision | | | | | 1 | 1 |
| Proposed Residential Mix | | 5 | | 2 | | 7 |

| Number of car parking spaces | Number of cycle parking spaces |
|-------------------------------------|---------------------------------------|
| 2 on site car parking spaces | 8 on site cycle parking spaces |

1.1 This application is being reported to Planning Committee as 34 objections and one petition containing 38 signatures have been received, which is above the threshold set out in the Committee Consideration Criteria and because the Ward Councillor at the time of consultation (Cllr Simon Hoar) made representations in accordance with the Committee Considerations Criteria and requested Committee consideration.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:
1. In accordance with the approved plans.
 2. Development to be implemented within three years.
 3. Samples and details (as appropriate) of materials including window frames.

4. Details on landscaping including trees, play-space, accessibility, inclusiveness, and boundary treatments.
5. Sustainable Urban Drainage System.
6. Provision of on-site car parking including dropped kerb/pavement reinstatement – prior to occupation and permanently retained thereafter.
7. Refuse store be installed prior to occupation.
8. Details of additional cycle store, and proposed cycle store to be provided prior to occupation.
9. Water use target.
10. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
11. Installation of one electric vehicles charging point.
12. Obscurely glazed and non-opening up to 1.7m windows on eastern elevations at upper ground floor level and at lower ground floor on eastern elevation.
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

1. Community Infrastructure Levy.
 2. Code of Practice regarding small construction sites.
 3. Highway works to be made at developer's expense.
 4. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.
- 2.3 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 Demolition of existing two storey house and single storey garage, erection of two storey plus lower ground floor level building to accommodate seven self-contained dwellings (C3), two off-street car parking spaces, bicycle and refuse stores.
- 3.2 Revisions were received on the 7th September 2018, and were placed out for further public consultation. In summary the following changes were made to the scheme:
 - Provision of an additional three bed unit.
 - Enlargement of side additions.
 - New two storey rear elevation bay feature with associated first floor level balcony.

Site and Surroundings

- 3.3 The application site is a two storey detached property with an single storey garage, located on the south side of Grasmere Road, approximately 30m north east of the junction with Downs Road. The property is in use as a single dwelling house. The garage is accessed from a dropped kerb that is located on the western side of the site.
- 3.4 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi-detached, and are generally two stories high.
- 3.5 There are no direct policy constraints identified in the Croydon Local Plan (2018).
- 3.6 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at very low risk (less than 1 in 1000 years) from surface water flooding. The road in front of the property however is modelled at being at medium risk (1 in 100 years from surface water flooding on 1 in 100 year basis). The site is an area where there is potential for groundwater flooding to occur.
- 3.7 The site has a Public Transport Accessibility Level (PTAL) of 1B (Very Poor).
- 3.8 The site is located within a Tier II level of Archaeological Priority Area (APA).

Relevant Planning History

- 3.9 No relevant planning history for the site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development provides an appropriate mix of units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area. The development would not cause harm to any archaeological remains.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would result in some additional on street parking. However, this would not generate significant levels of parking stress such as to justify refusal of planning permission. The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development would not cause unacceptable harm to visual amenity of trees.
- The proposed development subject to conditions would not have an adverse impact on flooding.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 A total of nine neighbouring properties were notified about the application and invited to comment by the way of letter. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

Individual responses: 35 Objections 34

No of petitions received: 1 objecting containing 38 signatories

6.2 The following issues were raised in representations that are material to the determination of the application, which are addressed in substance in the next section of this report:

Objections

- Development not in keeping with current housing in this area.
- Development over-bearing, out of scale and out of character on terms of its appearance.
- Height of the development is not in keeping with the two storey height of neighbouring properties.
- Development will lead to extra road traffic and parking congestion.
- Development will effect emergency service access due to the increased number of cars being parked on the road, and increased risk of double parking.
- Loss of natural light to neighbouring properties.
- Loss of trees/shrubs.
- Impact on outlook of garden.
- Loss of privacy for windows located on the side elevation as they could be opened.
- Insufficient amount of parking for the development which will lead to parking stress.
- No need to demolish existing property as it is structurally sound,
- The creation of flats not in keeping with the character of the area that is made up of flats.
- Council previously refused planning permission at 54 Grasmere Road, and this was the correct decision.
- The proposal represents overdevelopment and will create poor quality accommodation with limited access to external amenity space.
- Impact of visitor car parking on parking stress.
- The development would create overcrowded accommodation which has negative effects in terms of health, safety and education of children

- Impact of the development on local infrastructure.
- Overdevelopment.
- The development would have an adverse impact on highway safety.
- Noise and activity from use of the gardens.
- Missing vegetation on the plans.
- Loss of privacy from occupiers using the garden.
- Concern about lack of detail on boundary treatments and impact on privacy.
- Proposed development is causing stress and disruption to neighbouring residents.
- Centre of Croydon should be developed more.

6.3 The following Councillors made representations:

- Cllr Simon Hoar (Ward Councillor for Purley Oaks and Riddlesdown Road) – Overdevelopment of the site, impact of development on privacy and amenity of neighbouring properties, insufficient on site parking that will have negative impact on operation of the highway, flats not in keeping with streetscene and loss of family home.

6.4 The following issues were raised in the representations and are not material planning considerations:

- The development will devalue other houses (Officer's response – This is not a material planning consideration).
- Profit of the developer and concerns over their accounts (Officer's response – This is not a material planning consideration).

6.5 The following procedural issues were raised in representations, and are addressed below:

- No site notices were erected (Officer's response – The application was advertised by the way of letters to neighbouring residential properties in line with statutory consultation requirements).
- The application form was not updated when the scheme was revised (Officer's response – A revised application form has been submitted that makes minor changes to the application form).
- Drawings should be labelled differently on the website (Officer's response – The drawings are listed by drawings numbers which allows them to be referenced.)

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 Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan 2012.

7.2 Government guidance is contained in the National Planning Policy Framework (NPPF), revised in July 2018. 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 policy considerations from the London Plan (2016) raised by the application that the Committee are required to consider are:

- Policy 1.1 Delivering the Strategic Vision and Objectives for London.
- Policy 3.3 Increasing Housing Supply.
- Policy 3.5 Quality and design of Housing Developments
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 6.1 Strategic Approach
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.2 An Inclusive Environment
- Policy 7.4 Local Character
- Policy 7.6 Architecture

7.5 There is a new draft London Plan has been the subject of public consultation which expired on the 2nd March 2018. The GLA current programme is to have the Examination in Public into the Draft London Plan later in 2018, with the final document adopted in 2019. The current 2016 Consolidation Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions and will gain more weight as it moves through the process to adoption. At present the plan in general is considered to carry minimal weight.

Croydon Local Plan (2018)

7.6 The new local plan was adopted on the 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- SP2: Homes.
 - *SP2.1 Choice of homes.*
 - *SP2.2 Quantities and locations.*
 - *SP2.7 Mix of homes by size.*
 - *SP2.8 Quality and standards.*
- DM1: Housing Choice for Sustainable Communities.
 - *DM1.2 Net loss of 3 bed or homes less than 130 sq.m.*
- SP4: Urban Design and Local Character.
 - *SP4.1 High quality development that responds to local character.*
- DM10: Design and Character.
 - *DM10.1 High quality developments, presumption for 3 storeys.*
 - *DM10.2 Appropriate parking and cycle parking design.*
 - *DM10.4 Private amenity space.*

- *DM10.5 Communal amenity space.*
- *DM10.6 Protection to neighbouring amenity.*
- *DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.*
- *DM10.8 Landscaping.*
- *DM10.9 Lighting and light pollution.*
- DM13: Refuse and Recycling.
 - *DM13.1 Design, quantum and layouts.*
 - *DM13.2 Ease of collection.*
- SP6: Environment and Climate Change.
 - *SP6.3 Sustainable design and construction. Minor residential scheme 19% CO2 reduction. Water efficiency 110 litres.*
 - *SP6.4 Flooding and water management - c) SUDs.*
 - *SP6.6 Waste management.*
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
 - *SP8.5 and SP8.6 Sustainable travel choice.*
 - *SP8.7 Cycle parking.*
 - *SP8.12 and SP8.13 Electric vehicles.*
 - *SP8.17 Parking standards in low PTAL areas.*
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee are required to consider are:

1. Principle of development and quality of residential units created
2. Impact on the appearance of the site and surrounding area.
3. Impact of the development on neighbouring properties' living conditions.
4. Impact of the development on parking and the highway.
5. Impact of the development on trees.
6. Impact of the development on flooding.
7. Other planning issues.

Principle of development and quality of residential units created.

Principle of Development

8.2 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 sq.m. The existing unit is a 4 bed and measures approximately 174 sq.m, and two three bed units are proposed. The proposal complies with Policy DM 1.2.

- 8.3 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The policy sets a specific target for major developments, but not minor developments, with the latter considered on a site by site basis. Two three bed units are proposed, which amounts to 29%. Given the minor infringement, the level of three bed provision is acceptable.
- 8.4 The London Plan (2016) sets a minimum ten year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) to a minimum twenty year target of 32,890 over the period of 2016-2036. The Draft London Plan (2017) has provisionally set a minimum ten year target for the borough of 29,490 new homes over the period of 2019/20-2028/29. The proposed development would create additional residential units that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018). There is no policy requirement for the provision of Affordable Housing as less than ten units are proposed.

Quality of Units

- 8.5 The proposed development would provide good quality units that would make a positive contribution to the borough's housing stock. All the proposed units meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms would meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'.
- 8.6 The units would receive good levels of light, outlook and aspect. All the residential units would be dual aspect or single aspect but not north facing. Key habitable rooms i.e. living rooms, kitchens and main bedrooms are served by generously sized windows. All units would have floor to ceiling height of 2.5m for at least 75% of GIA in accordance with the London Plan (2016) standards.
- 8.7 The quality of accommodation provided by the lower ground floor three bed unit is acceptable. The layout of the unit has been designed to maximise light and outlook, with the main living/kitchen area benefiting from views over the rear garden. The main bedroom and secondary single bedroom would have views into a half height lightwell. The lightwells shallow depth would ensure these bedrooms would receive adequate daylight. The window to the third bedroom would need to be obscurely glazed to protect its privacy due to its location next to the side passage (secured via condition), however this is acceptable given this is the smallest of the bedrooms and the unit as a whole would provide a good standard of residential accommodation.
- 8.8 The proposed level of external amenity space provision for the development is acceptable. The two lower ground floor units would have access to their own private garden measuring 9 sq.m and the three bed unit at first floor level would have a 5.7sq.m balcony. The flats would also have access to a 50 sq.m rear communal garden area. Direct access would be provided from the residential units to the communal amenity space which would help to ensure that it would be accessible and useable. Opportunities for small scale play-space, in line with

policy DM10.4(d) would be delivered through the use of planning conditions with the external amenity space required to be designed in order to be flexible, multifunctional, accessible and inclusive as reasonably possible, in line with the requirements of policy DM10.5.

- 8.9 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.
- 8.10 The development would not meet M4 (2) standards. The applicant has explored the possibility of installing a ramp to the entrance, but the gradient would be too steep for it to meet the required standard. In light of this, the proposed non provision of M4 (2) units is justifiable.

Impact on the appearance of the site and surrounding area.

- 8.11 The existing property is not protected from demolition by existing policies. As such, the property and associated structures could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable subject to a suitable replacement designed building being agreed.
- 8.12 The proposed bulk and mass of the development is acceptable. Policy DM 10.1 states that there is a presumption in favour of three storey high development. In the context of this policy the two storey plus lower ground floor level of the proposed development is acceptable. The proposed ridge and eaves line of the development are in keeping with that of both the existing property, as well as the neighbouring property no. 48. In this section of the street, the front building lines of neighbouring properties are staggered rather than running parallel to the street. The proposed development would maintain this relationship, with the proposed development being set back from no.48's building line by approximately 3.5m. The development aligns with the rear building line of no.48 which is appropriate at the eastern boundary, before projecting a further 3.6m rearwards on the western side at upper ground floor level and above. The furthest point of the rear elevation of development does not extend directly in front of the rear elevation of 2 Downs Road, ensuring that the development would have an appropriate relationship to this property. The development has a well-balanced composition, and appropriate fenestration pattern.



Image 1 - Street Elevation

8.13 The width of the development is appropriate with sufficient spacing maintained between the properties. There would be a 1.35m gap to the eastern boundary and a 10m gap to the flank elevation of no.2 on the western boundary.

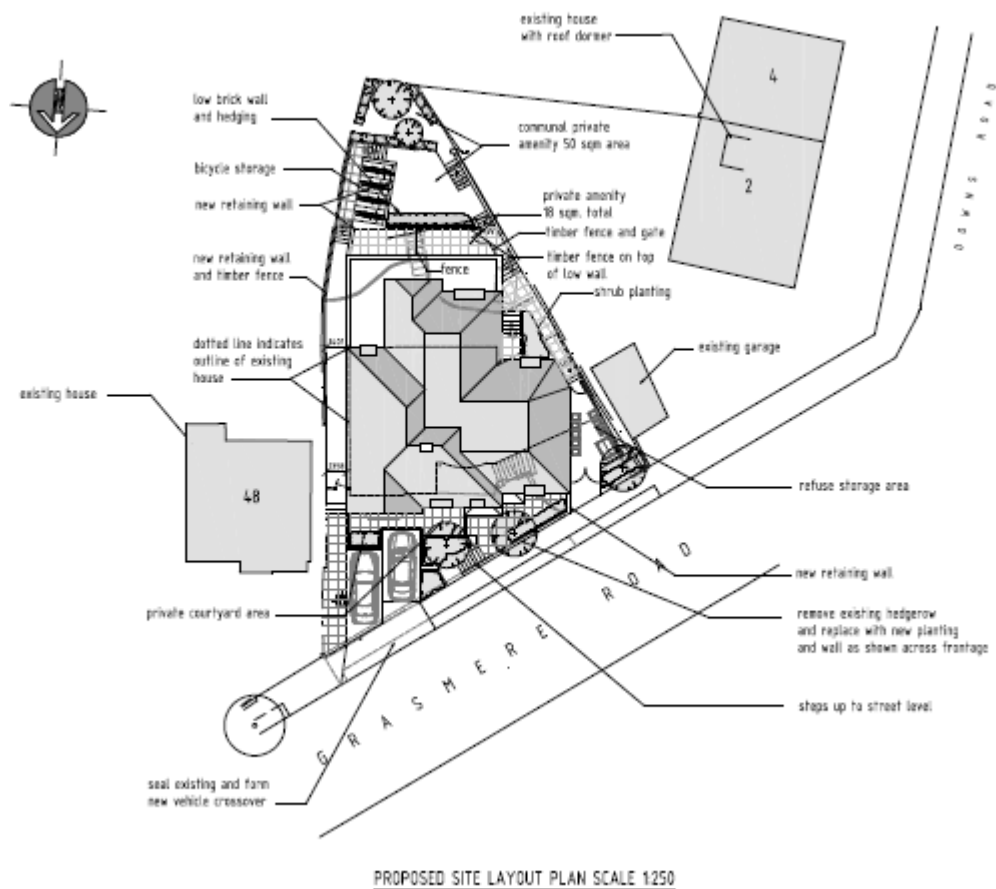


Image 2 - Proposed Site Layout Plan

- 8.14 The proposed front garden design has an appropriate green appearance through the provision of planters, hedging and trees, which would help to blend the development into the suburban character of the street. The refuse store would be discreetly and neatly located down a side passage and obscured from public view by fencing. The design of the cycle store is acceptable given that it would not be widely from public viewpoints. The proposed traditional design of the building would respect features and detailing common to neighbouring properties. The development would be finished in materials of a traditional appearance, further details of which are recommended to be secured by condition.
- 8.15 Overall, the proposed development would have an appropriate mass, form, scale and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- 8.16 The application site falls within a Tier II level of Archaeological Priority Area. The application has been referred to Greater London Archaeological Advisory Service, Historic England, who have confirmed that there is unlikely to be any potential for archaeological remains to be found on this site. No further assessment or conditions as such are required.

Impact of the development on neighbouring properties' living conditions.

- 8.17 The proposed development would not have an unacceptable impact on neighbouring properties' living conditions. On the flank elevation of the adjoining property no.48, there is a glass door at ground floor level and a small window at first floor level. The window at first floor level appears to serve a bathroom, which is not classed as a habitable room. The glass door at ground floor level serves a habitable room, but is a secondary opening with this room still receiving good levels of light and outlook from the main window on the rear elevation of the property.



Image 3 - Photo of side elevation from rear of 48A (left) and no.48 (right).

- 8.18 The impact of the development on the rear windows of no.48 in terms of light and outlook is acceptable with the development projecting no further rearward at the boundary than the existing property at upper ground floor level and above, and due to the more sympathetic hipped roof form of the development compared to the bulkier gable end roof form that the existing property has.

8.19 2 Downs Road's light and outlook would not be significantly harmed by the proposed development due to the 10m separation distance between the development and no. 2's windows, as well as the direction that no.2's windows face relative to the proposed development. Properties' windows on the opposite side of Grasmere Road light and outlook would not be significantly impacted due to the separation distance of over 20m.



Image 4 – Photo from street 48A (left) and 2 Downs Road (right)

8.20 The proposed development would not result in unacceptable overshadowing of neighbouring properties' garden due to the orientation of the site as well as the staggered massing of the development away from the boundaries.

8.21 The proposed development would not cause significant harm to neighbouring properties' privacy. The properties windows on the opposite side of Grasmere are located over 20m away from the proposed development, and as such would not have their privacy unacceptably harmed. Rear windows, Juliet balconies and the proposed first floor terrace would face over the rear parts of neighbouring gardens, rather than directly into neighbouring properties windows. Views experienced of neighbours gardens would not cause significant harm to neighbouring privacy given they are already to some extent overlooked by the existing property, as well as other neighbouring properties. Use of the garden area by residents would not cause significant harm to neighbouring properties' privacy. A condition is recommended requiring the windows located on the eastern flank wall of the development at upper ground floor level and above to be obscurely glazed and non-opening up to a height of 1.7m from the finished floor level.

8.22 The proposed intensification of the use of the site would not be sufficient to create significant levels of noise disturbance to justify refusal of planning permission. The proposed first floor terrace would also not generate significant level of noise disturbance given its association with a residential property and small size.

Impact of the development on parking and the highway.

- 8.23 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy in low PTAL areas, one and two bed units are required to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit, and four or more bed units up to 2 parking spaces per unit.
- 8.24 The proposed development would provide two car parking spaces for the seven units. The applicant has submitted a Transport Technical Note produced by Markides Associates. This parking survey using census data for the Purley Ward estimates that the development would generate the need for five car parking spaces. In officer's view, the scheme is likely to generate a need for six car parking spaces. The difference is caused by the fact that one more three bed units is being proposed as part of revisions than what was considered in the submitted transport note. The development is therefore estimated to result in the displacement of four cars into on street car parking spaces.
- 8.25 The applicant has submitted a parking study that measures car parking capacity in Grasmere Road, Downs Road and part of Riddlesdown Road. In line with the Lambeth Methodology this was carried out on two consecutive weekdays nights, on Wednesday 31st January and Thursday 1st February 2018. The survey is carried out on weekday nights as this is when residential parking demand is generally the highest. Of the 122 on-street parking spots identified within the survey area, only 44% to 47% were shown to be occupied. Parking stress is generally deemed as high when there is an 85% saturation. There is therefore significant on-street parking capacity on surrounding roads to absorb any parking demand as a result of the development, including when taking into account the potential parking impact of other developments approved and/or under construction in the local area. Given the amount of parking space availability on surrounding streets, there is insufficient evidence to suggest that residents from the development would park dangerously and therefore have a detrimental impact on highway or pedestrian safety. The development given the small number of units created, would not cause significant levels of traffic. Given the small number of cars associated with the development, the proposal would not have significant impact on emergency vehicle access or bin collection. There are sufficient number of spots along the road, both in terms of empty car parking spaces and crossover areas where cars tend not to park across, for cars and other vehicles to be able to pass each other safely.
- 8.26 The existing property has a dropped kerb on the western side of the property. The dropped kerb would be removed, and the pavement/kerb reinstated. A new dropped kerb would be created on the eastern side. In terms of parking layout, the two car parking spaces would largely replicate the existing arrangement, with cars likely to leave the parking spaces in a rear gear. Whilst this is not ideal, given this already happens on this site, as well as at neighbouring properties, this arrangement is acceptable.
- 8.27 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. A planning condition is recommended to accommodate these requirements.

8.28 The London Plan (2016) requires one cycle parking space to be provided for all one bed units and two cycle parking spaces for all 2+ bed units. To be London Plan (2016) compliant 9 cycle parking spaces would need to be provided. Submitted drawings shows a cycle store with a capacity of 8 cycle parking spaces. A condition is recommended to secure an additional cycle space. There is a clear route from the cycle store to the road.

Impact of the development on trees.

8.29 There are no trees within the site or in surrounding properties that are subject to a Tree Preservation Order (TPO). Trees that are located on the site, or within neighbouring gardens are either not of sufficient merit to require mitigation measures, or are set well away from the proposed built development.

Impact of the development on flooding,

8.30 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at very low risk (less than 1 in 1000 years) from surface water flooding. The road in front of the property however is modelled at being at medium risk (1 in 100 years from surface water flooding on 1 in 100 year basis). The applicant has submitted a flood risk assessment (FRA) that appropriately identifies the extent of risk and a planning condition is suggested, which secures a Sustainable Urban Drainage System (SUDS). A further planning condition is recommended to help ensure efficient water use.

Other Planning Issues

8.31 The standard requirement to reduce carbon dioxide emissions (19% beyond the 2013 Building Regulations) would be delivered through compliance with an imposed planning condition

8.32 A bin store area is proposed to the side of the property. The bin store contains 1100L recycling bin, seven 120 litre general waste bins and one 140L food waste bin. The size of the bin store is appropriate. A condition is recommended requiring this bin store to be provided prior to occupation. The bin store is located sufficiently away from neighbouring windows that it is impact on neighbouring properties' amenity in terms of odour would not be significant. The applicant has confirmed that the building will be managed by a management company who will be based locally. They will be making bi weekly visits to ensure the management and maintenance of the site. This will include regular cleaning down on the bin stores. There will also be a resident's management association that will ensure any complaints are appropriately highlighted to the management company.

8.33 The impact of the development during construction is considered to be sufficiently controlled by other legislation such as the Noise Act 1996. Placing further conditions on the development to control demolition and construction would be overly onerous given the scale of the development.

9 Conclusion

- 9.1 The proposed development would provide good quality residential units that would make a positive contribution to the borough's housing stock. The mix of residential units is acceptable, with two three bed being provided. The proposed development would be of an appropriate high standard of design which would not cause harm to the appearance of the surrounding area. The proposal would not cause harm to archaeological remains. The development would not cause significant harm to neighbouring residential amenity and would not have an adverse impact on flooding. The proposed development provides an acceptable level of parking and would not have a significant impact on the operation of the highway. The development would not result in unacceptable harm to or loss of trees.
- 9.2 All other relevant policies and considerations, including equalities, have been taken into account.