

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/01499/FUL
 Location: 53 Selcroft Road, Purley, CR8 1AJ.
 Ward: Purley and Woodcote Ward
 Description: Demolition of two storey detached property, erection of a two storey plus roof level and basement level building to provide eight new self-contained residential flats (C3), with associated landscaping, car parking, refuse store and cycle parking.
 Drawing Nos: 25-P-1, P-2, P-3, P-4 A, P-5 A, P-6, P-7, P-8, P-9 A, P-10, P-11 P-12
 Applicant: Sterling Rose.
 Agent: Sterling Rose.
 Case Officer: Barry Valentine.

	1B 1P/ Studio	1B 2P	2B 3P	3B 4P	3B 5P	4B 6P	Total
Existing Provision						1	1
Proposed Residential Mix	1		5	1	1		8

Number of car parking spaces	Number of cycle parking spaces
4 on site car parking spaces	12 on site cycle parking spaces

1.1 This application is being reported to Planning Committee as 56 objections 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 Brew now Ward Councillor for Purley and Woodcote Ward) 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 and balustrades (lightwell).
4. Details on landscaping including replacement trees, play-space, accessibility, inclusiveness, and boundary treatments.
5. Sustainable Urban Drainage System.
6. Provision of on-site car parking – prior to occupation and permanently retained thereafter.
7. Refuse store to be built prior to occupation.
8. Additional 2 cycle spaces, and proposed cycle store to be implemented prior to occupation.
9. Ground floor level units to meet M4 (2) accessibility standard.
10. Water use target.
11. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
12. Installation of one electric vehicles charging point.
13. Dropped kerb to be installed and pavement reinstated prior to occupation of the development.
14. Obscurely glazed windows both flank elevations at first floor level and at ground floor level on northern flank elevation.
15. Protection measures for neighbouring properties' trees.
16. 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 Planning permission is sought for the demolition of the two storey detached property, erection of a two storey plus roof level and basement level building to provide eight new self-contained (C3) residential flats with associated landscaping, car parking, refuse store and cycle parking.

Site and Surroundings

- 3.2 The application site is a two storey detached residential property located on the western side of Selcroft Road, approximately 25m south of Purley Hill, and opposite the junction with Oakwood Avenue. The property is in use as a single

dwelling house. There is a significant change in land levels across this site, with the land sloping from north up to the south.

- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi detached, and are between one and two storeys in height.
- 3.4 There are no direct policy constraints identified in the Croydon Local Plan (2018).
- 3.5 The site is located in Flood Risk Zone 1 (low) and is modelled as being at very low risk from surface water flooding (more than 1 in 1000 year basis). The site is not deemed to be at risk from ground water flooding.
- 3.6 The site has a Public Transport Accessibility Level (PTAL) of 0 (worst).

Relevant Planning History

- 3.7 No relevant planning history for the site.
- 3.8 At 51 Selcroft Road, Planning permission reference 17/04306/FUL was granted on 01/12/2017 for the 'Demolition of existing building: erection of two storey building with accommodation in roofspace and basement comprising 7 flats (2 one bedroom, 4 two bedroom and 1 three bedroom flats): provision of associated 6 parking spaces and landscaping.'

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 would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause significant harm to the amenities of neighbouring residential occupiers.
- The proposed development provides some on-site parking, with there being sufficient on street parking availability to accommodate any additional parking demand, taking into account other developments consented and built. The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development subject to conditions would not cause unacceptable harm to 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 6 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:

58 Individual responses: 58 Objections

6.2 The following Councillors made representations:

- Cllr Simon Brew (Previous Ward Councillor for Purley, Current Ward Councillor for Purley and Woodcote Ward) – Misleading/in accurate/unrealistic statements in applicant submission, overdevelopment especially when combined with approval at no.51, concern over accessibility of car parking spaces, front lightwell impact on streetscene and destroy the appearance of the front garden.

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

- Unacceptable loss of a family home.
- Loss of light to neighbouring properties.
- Impact of the development in privacy from windows.
- Impact of the development in terms of privacy/overlooking from balconies.
- Noise from use of the garden and seating area.
- Noise disturbance from residential intensification.
- Extra refuse is a health and safety issue.
- Loss of outlook to neighbouring properties.
- The proposed development is much larger than the existing and therefore would be harmful to the character and appearance of the area.
- Flats not in keeping with character of area.
- Loss of garden openness.
- Overdevelopment.
- Light pollutions from windows, balconies and more intensely used gardens.
- Bike store in the rear garden would be harmful to the appearance of the area.
- Not enough on site parking.
- No visitor parking.
- On street parking would be hazardous to road safety including to cyclists due to the bend of the road, steepness of the hill and proximity to the junction.

- It is unrealistic to expect people to cycle as site is located on a hill.
- Cycle parking inaccessible.
- Detrimental impact on trees.
- Traffic pressures from additional cars associated with the development.
- Cumulative impact with development already approved at no.51, and others scheduled in the area.
- Residents may smoke that would cause harm to neighbouring properties' residents health and air quality. (Officers' response – The risk to neighbouring properties health and air quality from resident's smoking would not be significant enough to justify refusal of planning permission.)
- Increased risk of criminality from residents. (Officer's response – This is not considered to be a significant risk)

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

- The proposal will create a precedent that will make it easier to build other similar developments. (Officer's response – Planning application have to be considered on their individual merits.)
- Impact on property value. (Officer's response – This is not a material planning consideration.)

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), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

7.3 There is a draft revised NPPF which has been the subject of public consultation, which expired on the 10th May 2018. The draft revised NPPF incorporates policy proposals previously consulted on in the Housing White Paper and the Planning for the right homes in the right places consultation. The draft NPPF is a material consideration in planning decisions and will gain more weight as it moves through the process to adoption. At present the draft NPPF in general is considered to carry minimal weight.

7.4 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 which 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)

The new local plan was adopted on the 27th February 2018 and now carries 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 120 sq.m. The proposal would comply with this policy as the existing property has a floor area of 160 sq.m and is believed to have originally been a four bed when built. Two 3 bed (5 person unit and a 4 person unit) family units would form part of the flatted scheme (located at basement level with direct access into the rear garden).
- 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 of the proposed units would be three bed units, which would amount to 25% of overall provision and would fall below this target. Notwithstanding this, officers are satisfied with the overall mix of accommodation, given that there would be a net increase in family sized accommodation on the site.

- 8.4 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).
- 8.5 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.

Quality of Units

- 8.6 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'.
- 8.7 The units would receive good levels of light, outlook and aspect. All the units would be dual aspect with the majority of the windows facing either east or west. The units located in the basement have been carefully designed and orientated to maximise light and outlook. The main living areas within the basement would have views into generously sized lightwells, which have been tiered in order to offer good outlook. These main living areas would have direct access to a patio area and generously sized rear garden. Additional light would enter into the basement units through pavement lights, located on flank elevations of the property, which in combination with windows located on the rear elevation, would ensure the central kitchen areas are adequately lit. The main bedrooms to the two basement units have been appropriately located at the rear to ensure that light and outlook is maximised. Smaller bedrooms to the front are adequately served by good sized lightwells that would ensure these rooms receive good light and outlook.
- 8.8 All flats would have floor to ceiling heights in excess of 2.5m for at least 75% of the gross internal area (GIA) in line with the requirements of the London Plan (2016). This would exceed the DCLG's 'Technical Housing Standards: National Described Space Standards' which requires floor to ceiling height of 2.3m for 75% of the GIA.
- 8.9 The two family units (flats 1 and 2) would have access to their own private amenity spaces in the form of a tiered patio area and front lightwells. Flat 8 also has access to two small recessed dormer balconies. All flats would have access to a generously sized 138 sq.m communal garden. This communal garden is directly accessible through the property. 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.

- 8.10 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.
- 8.11 The applicant has confirmed that the units located on the ground floor level would meet M4 (2). The applicant has raised concerns about installing a lift due to the impact that this has on service charge for new residents. A condition is recommended requiring the units at ground to comply with M4 (2).

Impact on the appearance of the site and surrounding area.

- 8.12 The proposed bulk and mass of the development is considered acceptable. The development would appear as two storeys when viewed from Selcroft Road in keeping with the two storey prevailing height of the majority of buildings in the surrounding area. The development respects the topography of the land, with the ridgeline of the property acting as an appropriate transition between the higher ridgeline of 49A, and the lower ridgeline of no 55. There would be a change in scale between single storey bungalow at no 51 and the proposed development at no. 53. However, this change in scale would not be harmful given the development respects the wider scale and pattern of the street. In addition, planning permission has been granted (reference 17/04306/FUL) for a two storey plus roof level accommodation at no 51. As shown in submitted drawing 25-P-8, if both developments were built, which is reasonable assertion given it is the same applicant, then the resulting development would respect the topography of the land, with the ridgeline of no 51 being slightly higher than that of no 53.
- 8.13 The proposed front building line appropriately aligns with the approved and existing front building line of no 51, before setting back to align with the slightly recessed front building line of no 55. The depth of the building at the rear would sufficiently maintain garden openness; with approximately 15m separation distance from the ground floor element to the rear boundary being maintained. The rear building line is similar to what was approved at no.51. There is sufficient spacing of at least a 1m between the development and the adjacent property boundaries. Whilst the development is slightly wider than that approved at no 51, by approximately 1m, this increased mass is not considered detrimental as the development is still considered to have an appropriate relationship with the plot size, as well as adjoining properties.

- 8.14 The proposed front lightwells, whilst not characteristic of Selcroft Road, would form discreet and respectful features of the street scene due to them being set between 9 and 10 metres away from the pavement and as views of them would be further restricted through the use of planting. It should be noted that a front lightwell was approved at no 51 as part of planning permission reference 17/04306/FUL. The proposed rear lightwells are acceptable given their location adjacent to the rear elevation of the property that limits their impact on the garden's appearance, and given they would only be visible in private views. The side pavement lights are also acceptable given they are located within the side passageways which would prevent them from being widely visible.
- 8.15 The proposed traditional design would respect features and detailing common to neighbouring properties, and similar to that approved at no.51. The development would be finished in materials of a traditional appearance, further details of which are recommended to be secured by condition.
- 8.16 The landscaping of the front garden area is an appropriate balance between the need to increase parking provision at the site, whilst being respectful of the green character of the area. Mature hedging would be located around the majority of the front garden area that would help to create an effective green screen. Some additional trees are also proposed, however these tree success are somewhat restrained by their close proximity to car parking areas. Further details of landscaping is recommended to be secured via condition. The bin store would be set back from the road, preventing it forming a dominant feature of the property's appearance. The simple timber bin store design with planting in front is appropriate. The design of the cycle store is also acceptable given that it would not be widely from public viewpoints. A condition is recommended to ensure that the bin and cycle store is provided prior to occupation.
- 8.17 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.

Impact of the development on neighbouring properties' living conditions.

- 8.18 The proposed development would not cause significant harm to neighbouring properties' light and outlook. The appropriate front and rear building lines of the development would limit the degree of impact on neighbouring amenity (light, outlook and enclosure), as well as limiting overshadowing of neighbouring properties' gardens.
- 8.19 The existing property at no .51 has a kitchen window located on the flank elevation at ground floor level that faces onto the site. This is a secondary window and as such this room would still receive sufficient light and outlook from the main window located on the rear elevation.
- 8.20 Under the proposed development approved at no.51, there are four windows located on the northern flank elevation. All these four windows are proposed to be obscurely glazed, with three of them proposed to serve bathrooms, with the

remaining window forming a secondary window to a kitchen/living area. The proposed development at no 53, would not unacceptably impact the quality of living accommodation that would be provided under the proposed development at no 51.

- 8.21 No.55 has windows located at ground and first floor level on the flank elevation. The precise use of these windows is not known but due to their location on the building i.e. on the flank elevation, on the entrance side of the property and due to presence of external pipes are likely to serve non-habitable rooms such as corridors, stairwells and bathrooms. The ground floor flank elevation's windows light and outlook is already impacted by the existing garage on no.53, and the development is not considered to make this substantially worse, especially given the likely uses of these rooms, to justify refusal. The window at first floor level is sufficiently set away from the development not to be unacceptably harmed in terms of light and outlook.
- 8.22 The proposed development would not cause significant harm to neighbouring properties' privacy. The new windows on the front elevation would largely have views of the street and the new openings proposed for the rear elevation would not directly face onto or into neighbouring windows. The new openings would overlook neighbouring properties' gardens, but given that the gardens are already overlooked by both windows in the existing property as well as from neighbouring windows, the harm caused would not be sufficient to justify refusal of planning permission. A planning condition is recommended to ensure that the windows on both flank elevations at first floor level and ground floor level on the northern side are obscurely glazed and non-openable (up to a height of 1.7m).
- 8.23 The proposed dormer balconies on the rear elevation at second floor level would not cause significant harm to neighbouring properties' privacy (especially in view of the size and depth of the terraces). The design of the recessed balconies would further direct views down the length of the garden, away from neighbouring windows.
- 8.24 The proposed terraces would not generate significant level of noise disturbance to justify refusal due to a combination of their modest size and the distance from neighbouring windows. The proposed intensification of the use of the site, including its garden areas, would not be sufficient to create significant levels of noise disturbance to justify refusal of planning permission.
- 8.25 The proposed development is not considered given its residential use, to generate significant levels of light pollution.

Impact of the development on parking and the highway.

- 8.26 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.

- 8.27 The proposed development would provide four on-site car parking spaces for the eight units, which complies with the London Plan's parking standards. The applicant has submitted a Transport Technical Note produced by Markides Associates. Using census data for Purley Ward based on the unit type it predicts that the development would generate a demand for 6 parking spaces. In officer's view, the development is likely to generate a higher demand than the Purley Ward average due to its location on a hill, and the poor PTAL rating of the site. Officers are of the opinion that the development would generate closer to 8 car parking spaces (i.e. one per unit). Therefore under the applicant's estimate there would be a predicted displacement of 2 cars, whereas under the council's estimate there would be a predicted displacement of 4 cars onto the road.
- 8.28 The applicant has submitted a parking study that measures car parking capacity in Selcroft Road, Purley Hill and part of Oakwood Avenue. 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 224 on-street parking spots available, only 20% to 21% were shown to be occupied. Parking stress is generally deemed as high when there is an 80% saturation. There is therefore 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 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 significantly levels of traffic.
- 8.29 The existing property already has a driveway on the northern side of the site that can park two cars in a line. The narrow width of the driveway prevents the car spaces being accessed independently, and requires car exiting the driveway to exit in a rear gear (presuming they entered the space in a forward gear). The proposed development would centralise and enlarge the dropped kerb. A condition is recommended requiring the pavement to be reinstated and the new dropped kerb provided prior to use of the site commencing. In terms of parking layout, the six metre gap between the spaces would ensure that it would be possible for cars to exit and entering the site in a forward gear. It is however acknowledged that the space on the northern side of the site would need to do a three point turn, and therefore there may be temptation from users of that parking spaces to exit in a rear gear. However, the risk is not significant, and still preferably to the existing situation in which the two existing car parking spaces cannot be accessed independently, with the two cars having to exit the driveway in a rear gear.
- 8.30 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.

8.31 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 14 cycle parking spaces would need to be provided. The submitted site layout plan shows a cycle store with a capacity of 12 cycle parking spaces. To ensure the development is policy compliant, a condition is recommended requiring the provision of a further two cycle spaces. The cycle store, despite its rear garden area, is considered to be sufficiently accessible, as there would be a clear route from the store to the pavement.

Impact of the development on trees.

8.32 The application has been reviewed by the council's arboricultural officer, who has raised no objection to the scheme. There are no trees within the site or in surrounding properties that are subject to a Tree Preservation Order (TPO). There are two heavily pruned trees in the rear garden of the neighbouring property no.55, whilst not formally protected, it is recommended that some protection measures are put into place to help protect these trees during construction. This is recommended to be secured via condition.

Impact of the development on flooding.

8.33 The site is located in Flood Risk Zone 1 (low) and is not affected by surface water flooding and is at negligible risk from groundwater flooding. 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

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

8.35 A bin store area is proposed in the front garden area. The bin store is of a sufficient size and contains 1100L recycling bin, nine 120 litre general waste bins and one 140L food waste bin.

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 of the units being three beds. The proposed development would be of an appropriate high standard of design that would not cause harm to the appearance of the surrounding area. 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 highway.

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