

PART 6: Planning Applications for Decision**Item 6.2****1.0 APPLICATION DETAILS**

Ref: 19/03621/FUL
 Location: Garages to the Rear of 19 Burlington Road, Thornton Heath, CR7 8PG
 Ward: Thornton Heath
 Description: Demolition of existing garages. Erection of a two storey residential terrace comprising 4 x 3 bedroom dwellings and 2 x 2 bedroom flats with associated amenity space, parking and landscaping.
 Drawing Nos: 3330-01 Rev A (Received 01/08/2019), 3330-09 Rev C (Received 24/09/2019), 3330-10 Rev A (Received 01/08/2019), 3330-11 Rev B (Received 01/08/2019), 3330-12 Rev B (Received 01/08/2019)
 Agent: Mr James Hodgkins
 Applicant: 19 Burlington Road Ltd
 Case Officer: Paul Young

	studio	1 bed	2 bed	3 bed	4 bed (+)
Existing					
Proposed			2	4	

All units are proposed for private sale

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

- 1.1 This application is being reported to committee because objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

CONDITIONS

- 1) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2) Commencement time limit of 3 years
- 3) Samples of external materials to be submitted
- 4) Submission of (Stage 1) Arb Report and Tree protection plan prior to garage demolition

- 5) Submission of (Stage 2) Tree survey, Arb Report and Tree Protection Plan for main development
- 6) Submission of hard and soft landscaping plan including boundary treatments
- 7) Obscure glazed windows to be installed in positions shown on plans with suitable obscurity
- 8) Access Road and car parking to be provided as shown
- 9) Visibility splays to be provided/retained
- 10) Details of space sharing/demarcation measures along proposed access
- 11) Submission of further details of electric vehicle charging points
- 12) Submission of Construction Logistics Plan
- 13) Requirement for 19% Carbon reduction and 110 litre Water usage
- 14) Details of site specific SUDS to be submitted
- 15) Submission of a Biodiversity Method Statement
- 16) Implementation of waste/recycling areas prior to occupation of flats
- 17) Implementation of approved cycle parking prior to occupation of flats.
- 18) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

- 1) Community Infrastructure Levy
- 2) Highway/Crossover Works
- 3) Compliance with Building/Fire Regulations
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the:

- Demolition of existing single storey garages situated along the northern and western boundaries of the site.
- Erection of 2 storey residential terrace building comprising 4 x 3 bedroom dwellings and 2 x 2 bedroom flats
- Creation of new parking area in the southern part of the site of the site providing 4 car parking spaces
- Provision of cycle parking and waste/recycling facilities immediately to the south of the proposed residential terrace.

Site and Surroundings

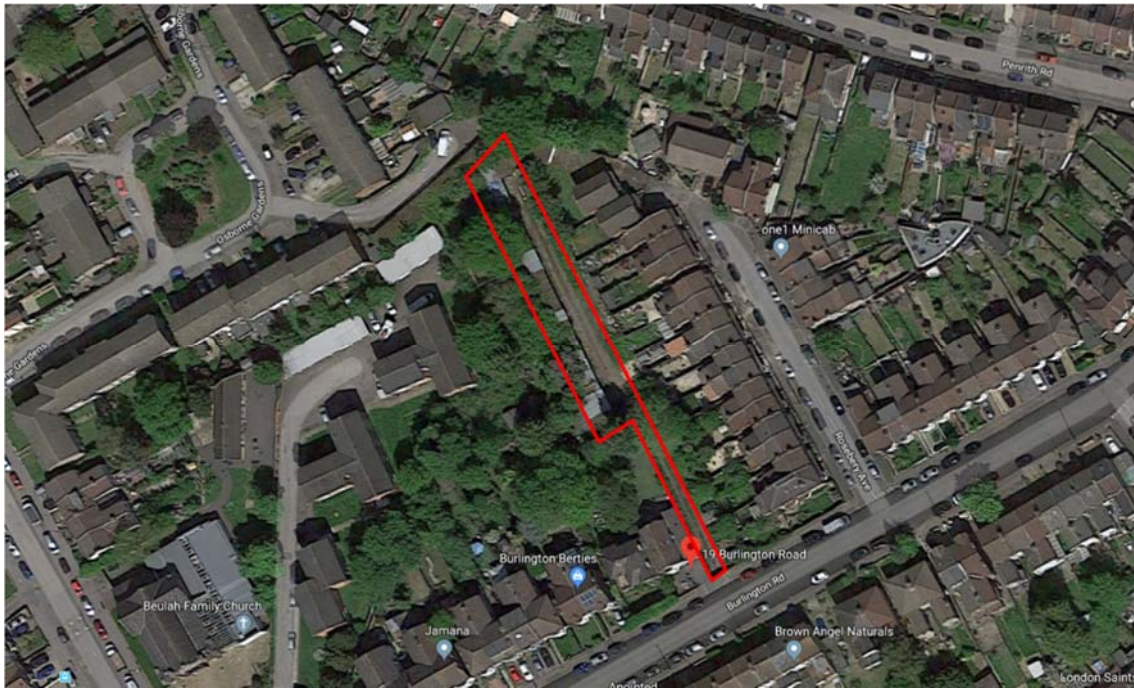
3.2 The application concerns a site with an area of around 0.95ha to the rear (north) of 19 Burlington Road which currently consists of several residential garages, situated on the north side of Burlington Road. The site is rectangular in shape and is accessed along a 35m long vehicle passage which runs along

the west of no.19 Burlington Road. The site widens across the end of the rear garden of no.19 and continues along the rear garden boundary with no.17 Burlington Road.

- 3.3 Along the east are the rear gardens to numbers 1-16 (consec) Rosebery Avenue, while garages to a neighbouring block of flats adjoin the boundary to the north. The surrounding area is residential in character.
- 3.4 It is assumed that the garages were originally built to serve the properties along Rosebery Avenue to the East, although this has not been the case for some time. It also appears that they were built sometime after the Rosebery Avenue dwellings themselves. Historic maps indicate that the Rosebery Avenue properties were built between 1890 and 1910 but that the garages were constructed sometime after 1940. A historic map of the site in 1940 is shown below:



- 3.5 The site is situated in a surface water flood risk area (1:100yr) and critical drainage area. The site has a public transport accessibility level (PTAL) of 1b (poor).
- 3.6 A number of mature trees lie adjacent to the site to the West (within the curtilage of number 17 Burlington Road. The rear of this site is covered by a group Tree Preservation Order which was served in September 2019.
- 3.7 A current aerial photo of the site is shown below:



Planning History

3.8 The relevant planning history of the site is set out under the following table:

Reference	Description	Decision	Date
19/00839/FUL	Demolition of existing garage buildings and the erection of 4 x 2 storey, 3 bedroom (5 person) dwellings and 2 x 2 storey 2 bedroom (3 person) dwellings with associated amenity space, parking and landscaping.	Application Withdrawn	10.04.2019

3.9 Application 19/00839/FUL was withdrawn in April this year as a result of issues raised by the case officer (primarily relating to neighbouring amenity, parking, access, and protected species)

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is of a suitably high quality, and would not harm the character of the surrounding area.
- Subject to conditions, the living conditions of adjoining occupiers would be protected from undue harm.
- The mix of accommodation is acceptable and living standards of future occupiers would comply with National, Regional and Local standards.

- Subject to the suggested conditions, the proposed access/layout, level of parking is acceptable and would not harm highway safety
- Subject to suitable tree protection measures and a landscaping scheme (secured via conditions), no harm would result to visual amenity or biodiversity.
- Subject to conditions, suitable sustainable energy, water and drainage measures can be secured.

5.0 CONSULTATIONS

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

6.0 LOCAL REPRESENTATION

- 6.1 Neighbour notification: 27 local addresses have been notified. A site notice has also been displayed to the North of the site (by the garages serving Osborne Gardens). Written objections have been received from 15 different persons. In addition, 40 Pro-forma letters (counting as a petition under the terms of the Croydon constitution) have also been received.
- 6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

(Planning Related) Objection	Officer comment
<i>Design and appearance</i>	
Overdevelopment of the site	Addressed in Paragraphs 8.5 to 8.14 of this report.
Out of character/harmful to the area due to it bulk/siting and design	Addressed in Paragraphs 8.5 to 8.14 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Loss of light, outlook and privacy to neighbouring properties	Addressed in Paragraphs 8.21 – 8.30 of this report
Extra pollution and noise	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
<i>Landscape/Trees</i>	

Loss/Harm of trees, vegetation and natural habitat	Addressed in paragraphs 8.42-8.45 of this report.
<i>Transport and parking</i>	
Insufficient parking provision	Addressed in paragraphs 8.31-8.39 of this report
Adverse impact on highway safety	Addressed in paragraphs 8.31-8.39 of this report.
<i>Other matters</i>	
Strain on public services/infrastructure	If granted permission and implemented, the development would be liable for CIL payments and the units would generate Council Tax payments which could fund infrastructure/services.
Harm to Protected Species/Biodiversity	Addressed in paragraph 8.47 of this report
Increase in Flood Risk	Addressed in paragraph 8.41 of this report
Disruption during Construction	A Construction management plan will be secured via planning condition

- 6.3 Note that a number of non-planning related concerns (eg loss of view, setting a precedent, loss of property value, harm to fire safety, blocking of drains etc) were also raised.

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 Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

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

Consolidated London Plan 2016 (LP):

- 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
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 - Parking
- 7.4 - Local Character
- 7.6 – Architecture
- 8.13 Community Infrastructure Levy

Croydon Local Plan 2018 (CLP):

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing flood risk
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

Supplementary Planning Documents/Guidance

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Townscape and visual impact
- Mix and quality of proposed accommodation
- Impact on amenities of surrounding residents
- Access, Parking and Highway Safety
- Sustainability and Flood Risk
- Biodiversity, Trees and Ecology
- Waste/Recycling Facilities

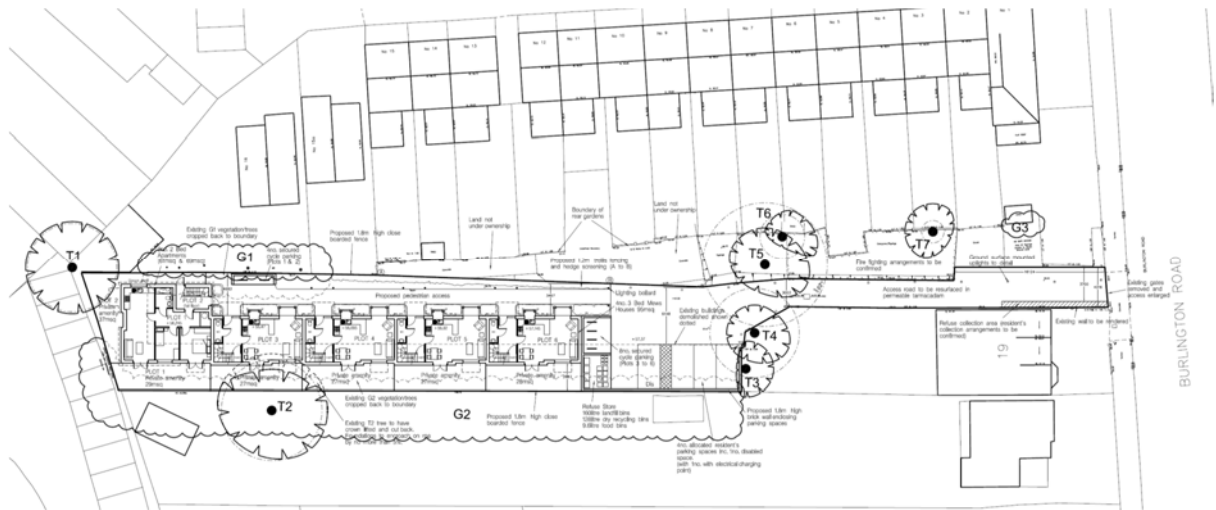
Principle of development

- 8.2 Paragraph 59 of the 2018 National Planning Policy Framework (NPPF) states that “to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”
- 8.3 Similarly, the London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.
- 8.4 Given the site is within an established residential area, the principle of proposing residential development on the site is therefore considered acceptable (and is indeed encouraged) by adopted planning policies and guidance.

Townscape and visual impact

- 8.5 Policy 3.4 of the London Plan indicates that in suburban areas with Public Transport Accessibility Levels (PTALs) of 0-1, an appropriate density equates to 150-200 habitable rooms per hectare (hr/ha).
- 8.6 The application proposes 22 habitable rooms on a site with an area of 0.0959ha, which equates to a density of 229hr/ha, and which falls slightly above this density threshold.
- 8.7 However, it is noted that in the subtext of Policy 3.4 it states that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply it (the density matrix) mechanistically.
- 8.8 Indeed, in section 2.13 (pg 21) of the Council's SPD titled Suburban Residential Design (adopted in 2019), it states that back land sites and blocks of garages tend to be of a size to accommodate developments of a larger scale. It indicates that the height of back land development should generally be no greater than the predominant surrounding buildings. It goes on to say that if the development introduces a bigger built form, it can be advisable to step the height.
- 8.9 The proposed development would be two stories in height, and would not therefore exceed the height of the surrounding dwellings, which range from 2-3 stories along Burlington Road, and two stories along Roseberry Avenue. As such, the overall bulk/height of the development is considered acceptable.
- 8.10 Additionally, in terms of siting, the development would be sited a lengthy distance behind 19 Burlington Road, with the nearest proposed dwelling being sited at least 55m away from the public highway. The site is also bounded on all sides (bar the north where there are open residential garages) by private residential development, with an access along the side of number 19. It would not therefore appear visually prominent. Indeed, only very glimpsed/oblique views of the dwellings would be possible from the public streetscene. As such it would not therefore have any material impacts on the character or appearance of the wider area. Part of the proposed site plan is shown in Fig 1 below, along with a CGI demonstrating views of the development from Burlington Road:

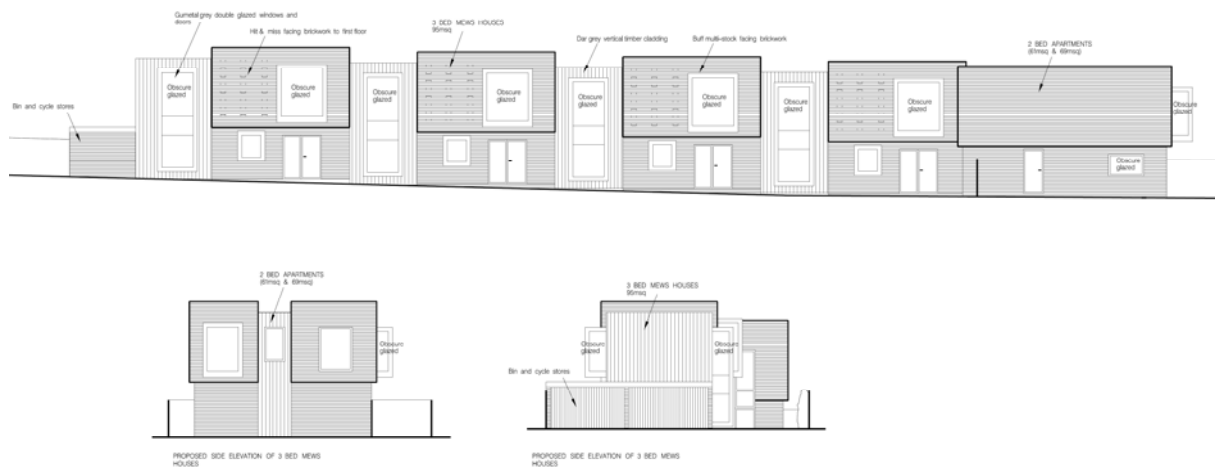
8.11 Fig 1: Part of the proposed site Plan



8.12 In terms of design, it is noted that the plot itself is not typical of the surrounding residential plots, and given this, and its siting largely out of public view, a contemporary form is considered appropriate. The proposed design would include a number of recessed and projecting features/elements along with “hit and miss” brick patterning which would add visual interest, and would complement this with variations in materials and finishes. The materials would be of good quality, comprising multi stock brick, aluminium framed fenestration and small areas of timber cladding. Elevational plans and a CGI of the proposed development are shown in Fig 2 below:

8.13 Fig 2: CGI and Elevational plans of proposed development:





8.14 Given the assessment above, the proposed development is not considered to harm the character or appearance of the site or the surrounding area.

Mix and Quality of Accommodation Provided

8.15 Policy SP2.7 of the 2018 Local Plan states that the Council will seek to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes. For both market and affordable housing, the Council strategic target for 30% of all new homes up to 2036 to have three or more bedrooms.

8.16 The proposed development would provide 4 x 3 bedroom dwellings (66%), which exceeds this target (and indeed adds additional weight in favour of the proposal).

8.17 In relation to the quality of the accommodation provided, Policy 3.5 of the 2016 London Plan states that housing developments should be of the highest quality, internally, externally and in relation to their context and to the wider environment. The design of all new housing should enhance the quality of local places, taking into account physical context and local character. Policy 3.5 sets out minimum GIA standards for new residential developments.

8.18 In addition to the above, Policy DM10.4 of Croydon's local plan states that all proposals for new residential development will need to provide private amenity space that:

- Is of high quality design, and enhances and respects the local character;
- Provides functional space (the minimum width and depth of balconies should be 1.5m);
- Provides a minimum amount of private amenity space of 5m² per 1-2 person unit and an extra 1m² per extra occupant thereafter;
- All flatted development and developments of 10 or more houses must provide a minimum of 10m² per child of new play space, calculated using the Mayor of London's population yield calculator and as set out in Table 6.2 below. The calculation will be based on all the equivalent of all units being for affordable or social rent unless as signed Section 106 Agreement states otherwise, or an agreement in principle has been reached by the point of determination of any planning application on the amount of affordable housing to be provided. When calculating the amount of private and communal open space to be provided, footpaths, driveways, front gardens, vehicle circulation areas, car and cycle parking areas and refuse areas should be excluded.

8.19 These standards are set out within table 6.2 within Policy DM10.4. A breakdown of the development in relation to GIA's and Amenity space requirements and provisions of the development are set out in the following table:

Unit Nos	Unit Type	GIA		Private Amenity (PA) + Playspace (PS)	
		Required	Provided	Required	Provided
A-D	3b4p (2F)	84m ²	98.3m ²	8m ² of PA 4.6m ² of PS	27-28m ² of PA, 0m ² of PS
E	2b3p	61m ²	61.1m ²	7m ² of PA + 1.2m ² of PS	29m ² of PA, 0m ² of PS
F	2b3p	61m ²	69m ²	7m ² of PA, 1.2m ² of PS	37m ² of PA, 0 m ² of PS

8.20 Whilst no playspace is provided, and it is noted that some of the proposed private amenity areas would be (somewhat) overshadowed by the trees on the adjacent plots, the proposed units would all meet (and generally exceed to a notable degree) the Policy requirements in terms of gross internal area (GIA) and private amenity space. Similarly, all habitable rooms would be served by at least 1 natural light source, and all units would be (at least) dual aspect. As such, taking all of the above into consideration, in general the proposed development is considered to provide good quality accommodation for its intended occupants, in line with adopted Policies and guidance

Impacts on Neighbouring Residential Amenity

8.21 Policy DM10.6 of the Croydon Local Plan states that the Council will support proposals for development that ensure that;

- The amenity of the occupiers of adjoining buildings are protected; and that
- They do not result in direct overlooking at close range or habitable rooms in main rear or private elevations; and that
- They do not result in direct overlooking of private outdoor space (with the exception of communal open space) within 10m perpendicular to the rear elevation of a dwelling; and that
- Provide adequate sunlight and daylight to potential future occupants; and that
- They do not result in significant loss of existing sunlight or daylight levels of adjoining occupiers.

8.22 The application site shares a boundary with number 17 Burlington Road to the west, with number 19 Burlington to the south, and with the rears of numbers 1 - 16 Roseberry Avenue to the east. To the North lies a set of garages serving some of the nearby properties in Osborne Gardens.

Sunlight/Daylight/Overshadowing

8.23 The applicant has submitted a daylight/sunlight analysis for the proposed development. This concludes the following:

- The effect on the vertical sky component (VSC) for all neighbouring habitable room windows is within the 80% guidance value in all cases. There will therefore be no adverse impact on neighbouring residents in terms of daylight.
- In terms of sunlight, all neighbouring habitable room windows meet the British Research Establishment (BRE) criteria by virtue of retaining 80% of their existing values.
- Finally the neighbouring gardens retain in excess of 80% of its area receiving 2 hours or more of direct sunlight on March 21st in compliance with BRE guidelines.

- 8.24 As such, given the above, the development would not result in significant loss of existing sunlight or daylight levels to neighbouring occupiers.

Outlook

- 8.25 The proposed dwellings would be located in a central location in the plot, at least 2.73m away from the shared boundary with number 17 Burlington Road, and at least 3.4m away from the shared boundaries from the rear boundaries majority of the dwellings along Rosebery Avenue. The rearmost part of the development (comprising the 2x2 bed flats) would lie closer to the boundary with number 16 Roseberry (around 1.1m), but this part would be sited away from the main habitable room windows serving this property, and instead would be located in a similar location to the (current) garage building serving number 16.
- 8.26 The two storey/first floor aspects of the development would therefore be at least 9.5m away from the nearest neighbouring habitable room windows, and in most cases this distance would be far greater (for example, 15 and 11 Rosebery Avenue are 17.3 and 19.1m away and numbers 17 and 19 Burlington Road would lie over 35m away).
- 8.27 Given the above, the development would not materially harm the amenities of surrounding residents in terms of dominance/loss of outlook.

Privacy

- 8.28 The proposed development has been designed to minimise the impacts of the development in terms of overlooking. The proposed first floor windows serving the units would have their western and eastern facing window panes obscured, in addition to a number of the flank panes. This includes the southern flank panes facing towards the rear elevation of number 17 Burlington Road. As a result, no overlooking opportunities would be possible into the first 10m of private outdoor space perpendicular to the rear elevations of any of the surrounding dwellings (which in this case comprise numbers 1-16 Rosebery Avenue and numbers 15-19 Burlington Road).
- 8.29 Whilst some overlooking of the rearmost parts of 17's garden may result, this would be restricted due to the presence of the existing mature trees which are likely to obtain protected status in the near future (from the service of TPOs), as well as some oblique views of the rearmost parts of the rear gardens serving 1-16 Roseberry Avenue, no conflict with Policy DM10.6 would arise, and as such it is considered no material harm in terms of privacy would result.

Other Matters

- 8.30 The proposed development would introduce additional activity and lighting in and around the site. However, this activity would be residential in nature, within a residential area, and adopted planning policies and guidance encourage intensification of residential use in principle (subject to a full planning assessment). As such, it is not considered to result in undue harm in this regard.

Access, Parking and Highway Safety

- 8.31 Whilst the existing site contains a number of garages, at the time of the site visit, the site was closed off and the garages were in a very poor state (some had no rear walls), and the contents of the garages (and the wider site) were mainly old household/dumped items.
- 8.32 Policy SP8.16 of the Croydon Local Plan states that the Council and its partners will seek to limit parking spaces in the borough. Paragraph 109 of the 2019 NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.33 The London Plan states that for 1 and 2 bedroom units, a maximum 1 car parking space should be provided, and for 3 bedroom units a maximum of 1.5 spaces should be provided. As such, the requirements for this development would be a maximum of 8 car parking spaces.
- 8.34 The site has a PTAL of 1b (low). 4 car parking spaces are provided, which is an underprovision in relation to these *maximum* standards.
- 8.35 The applicant has submitted a transport assessment which indicates that the development would generate around 6 additional vehicular movements during network peak hours (08:00-09:00 and 17:00-18:00), which is not considered to be excessive.
- 8.36 Additionally, a parking stress survey has also been submitted (using the Lambeth methodology) which reveals an average parking stress of 57% in the surrounding roads. It is noted that parking stresses of 85% and above are normally considered significant/severe.
- 8.37 As such, given the above, it is considered that the surrounding roads have the capacity to accommodate some additional parking overspill (such as that from the proposed development). As such, it is considered that the cumulative impacts would not be 'severe.'

- 8.38 In terms of the access, Council officers have deemed the access arrangements to be acceptable subject to additional details being submitted as to how the pedestrian and vehicular accessway would operation and what demarcation(s) will be in place. These details can be secured via planning condition.
- 8.39 Notwithstanding the above, no details of electric vehicle charging points are proposed, and it is also recommended that details of this be secured via condition.
- 8.40 In relation to cycle parking, the London plan requires that 2 cycle parking spaces be provided for 2 bedroom plus units. This would equate to 12 spaces for the proposed development. 12 secure and covered cycle spaces are shown in 2 accessible ground floor cycle storage areas which would meet these requirements.

Sustainability and Flood Risk

- 8.41 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.42 The site is located within a critical surface water flooding area. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). A condition requiring site specific SuDS measures (eg rainwater collection/recycling, green roofs/walls, permeable paving etc) is therefore recommended. Subject to this, and combining this with a suitable landscaping scheme (also secured via condition), there would be no increase in flood risk.

Trees, Biodiversity and Ecology

- 8.43 A group Tree Preservation Order has recently been served on the trees within the rear garden of number 17 Burlington Road.
- 8.44 The proposed development would result in the removal of the garages close to these trees (including their foundations) and their replacement with green amenity space, and this has the potential to improve their longer term health.
- 8.45 However, if the works were to be undertaken insensitively, officers consider that the proposed development could potentially result in some harm to the health and vitality to these trees during and post construction. At present, the presence of the existing garages prevent detailed investigation/analysis of these trees (including their root protection zones).

8.46 As such, further investigation is therefore required, which cannot effectively occur until the existing garages have been removed. As such, conditions are recommended which ensure that this removal/demolition is undertaken sensitively, and that this is followed up by a full survey and tree protection plan to secure the long term health of these trees (as well as a number of the other trees which lie on/close to the site). Subject to these, no harm to trees would result.

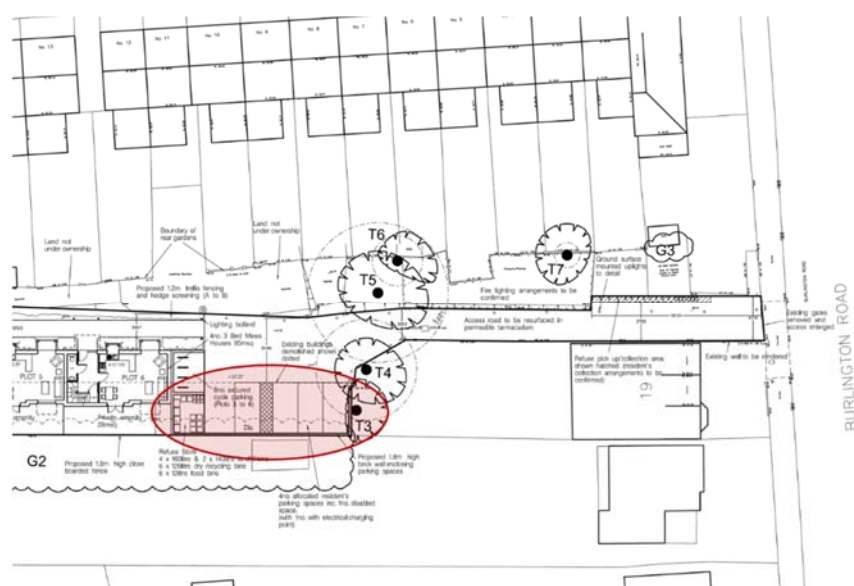
8.47 In addition to the above, it is noted there would be a landscaped area near the eastern shared boundary with the properties along Roseberry Avenue, and a landscape scheme is recommended to provide visual softening as well as an appropriate boundary treatment to maintain privacy and security between occupiers of the new development and Roseberry Avenue.

8.48 Finally, in relation to ecology, a preliminary Ecological Appraisal has been submitted as part of the application which concludes that there is no evidence that there are any protected species on site. Council consultants have reviewed this and determined that subject to submission of, and adherence to, a Biodiversity Method Statement, no harm in terms of biodiversity/ecology would result.

Waste/Recycling Facilities

8.49 The application proposes an internal waste storage area on the ground floor, as shown circled in Fig 3 below:

Fig 3: Proposed Waste storage (and cycle parking) facilities



- 8.50 The guidance set out in the Council's Suburban Design Guide (2019) advises that waste storage areas should be within 30m of the entrance of each residential units and within 20m of the public highway.
- 8.51 The proposed waste storage area does not comply with either of these distances (being at least 55m away from the public highway and 40m away from the entrances to the 2 x 2 bedroom flats). As such, the applicant will need to design and submit a waste management strategy (which will likely require the use of private waste contractors)
- 8.52 In this case, the applicant has indicated that the waste management strategy would set out measures for the waste to be taken from residents homes to the waste storage area and from the storage to a waste collection area as shown on the plan on waste collection days (which lies comfortably within the 20m waste carry distance).
- 8.53 This would ensure that Council waste contractors would be able to collect the waste with ease, whilst keeping this area free from obstruction outside of waste collection times (ie the vast majority of the time).
- 8.54 As such, subject to an appropriately worded planning condition securing further details on this procedure, no issues regarding waste collection would arise.

Other matters

- 8.55 Concerns have been raised regarding access for fire vehicles into the site. Fire regulations are covered in the Building regulations (i.e. are not material planning concerns). Nonetheless, the applicant has indicated that consultation with the Fire Brigade has been undertaken and that the regulations in terms of access can be/adhered to (ie a fire tender will be able to reverse into the site and fight fire at a maximum of 90m distance, which would reach the furthest unit). Notwithstanding, alternate fire safety options (such as the installation of sprinkler systems) also exist in order to meet Building Regulations requirements.

Conclusion/Planning Balance

- 8.56 The proposed development would provide 6 new residential units, a large percentage of which would be family units (66%). This adds a good amount of weight in favour of the proposal. Subject to the recommended conditions, the development would not result in any material harm in terms of the character or appearance of the site or surrounding area, the amenities of surrounding residents, trees, ecology/biodiversity, flood risk or sustainability. The width of the shared access (and a couple of pinch points along this) introduces some potential for vehicular/pedestrian conflict, but subject to the attached conditions

this would be minimised, and this would not outweigh the benefits associated with the provision of the proposed residential units. As such, the development is considered acceptable and is therefore recommended for approval.