

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/02276/FUL  
 Location: 12 Sunny Bank  
 Ward: South Norwood  
 Description: Alterations ; Erection of 1 three storey building to rear with accommodation in the roofspace comprising 1 x 3 bedroom, 5 x 2 bedroom and 1 x 1 bedroom flats ; and erection of 1 two storey building to rear comprising of 2 x 2 bedroom flats ; and erection of double garage to rear ; formation of vehicular access from Bevill Close and provision of associated parking to rear ; provision of associated refuse and cycle storage.  
 Drawing Nos: 6686 PL10 Rev C ; 6686 PL11 Rev D ; 6686 PL20 Rev B  
 Applicant: Turnbull and Wandle Housing Association  
 Case Officer: Mr D A Gibson

Accommodation Schedule

Flats	studio	1 bed	2 bed	3 bed	4 bed	Total
<b>Number</b>	0	1	7	1	0	9

Car Parking and Cycle Parking Provision

	New Flats	Existing House	Total
<b>Car parking spaces</b>	4 (including 1 disabled space)	1 parking space (in new rear garage)	5
<b>Cycle parking spaces</b>	17	0	17

1.1 This application is being reported to Planning Committee because the total number of objections received exceeds the threshold of officer delegated authority and in accordance with the Committee Consideration Criteria it is therefore reported for Consideration by the Planning Committee.

**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. Submission of external facing material samples for approval.
  4. Details of appearance of sliding gate / brick piers serving rear garage.

5. Submission of details of soft and hard landscaping, including new tree planting and biodiversity enhancements, and boundary treatments for approval.
6. Submission of tree protection plan to Council for approval.
7. Following details to be submitted to Council for approval: security lighting, visibility splays to vehicle egresses, finished floor levels, electric vehicle charging point.
8. Matters to be provided as specified and approved prior to the first occupation of new dwellings : parking egress and layout ; refuse storage ; cycle storage.
9. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
10. Water use target.
11. Submission of SUDs details to Council for approval.
12. Block 1 first floor flank windows in south-eastern and north-western elevations to be implemented and retained as obscure glazed as specified in approved plans.
13. Block 2 – No windows to be formed in south-western elevation at first floor.
14. Block 2 – First floor south-eastern window at first floor to be implemented and retained as obscure-glazed.
15. Submission of construction logistics plan to Council for approval.
16. Contaminated land - Submission of Environmental Historical Site Review to Council for approval.
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

### **Informatives**

1. Community Infrastructure Levy.
  2. Code of Good Practice for Construction Sites.
  3. 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 The proposal is to provide 9 flats in the rear garden of 12 Sunny Bank. The flats would be formed 2 separate blocks. A three storey building with accommodation in the roofspace (Block 1) would have 7 flats. A two storey building (Block 2) would have 2 flats.

#### **Block 1 Layout (7 Flats)**

Ground floor	1 x 3 bedroom 1 x 1 bedroom
First floor	2 x 2 bedroom
Second floor	2 x 2 bedroom
Third Floor	1 x 2 bedroom

### **Block 2 Layout (2 Flats)**

Ground floor	1 x 2 bedroom
First floor	1 x 2 bedroom

- 3.2 All of the flats would have private amenity spaces in the form of terraces and/or balconies. Communal garden areas are also propose
- 3.3 A total of 4 off-street parking spaces (including 1 disabled space) for the flats are proposed. Vehicle access to the parking area would be from Bevill Close (which is owned and managed by Wandle Housing Association).
- 3.4 A single storey rear garage is also proposed for use by the current occupier of the house at 12 Sunny Bank.
- 3.5 Associated refuse and cycle storage is proposed.

### **Site and Surroundings**

- 3.6 The site comprises part of a long rear garden at 12 Sunny Bank, an extended semi-detached two storey family house. There is a slight east-west gradient to the land and there is evidence that several trees have been felled adjacent to the southern boundary.
- 3.7 The site is bounded to the north, by Bevill Close, which comprises of seven two storey terraced and semi-detached family houses. It is a private highway which is owned managed by Wandle Housing Association.
- 3.8 To the east it is bounded by the rear gardens of two storey houses in Lincoln Road.
- 3.9 To the south-west it is bounded by the rear garden of 13 Sunny Bank, which is a two storey house, and to the south / south-east it is bounded by a part two / part three storey block of flats in Tinsley Close.
- 3.10 The locality is residential in character and has a varied built form including 2 storey houses and purpose built 2/3 storey and 4 storey flats. There is also an enclave of 11 storey tower blocks in Regina Road.
- 3.11 The site has a Transport for London Ptal rating of 4/5 (Moderate/Good Access to frequent public transport service and is within 500 metres of South Norwood District Centre to the west.

### **Relevant Planning History**

- 3.12 A pre-application enquiry Ref: 18/00803//Pre was submitted to the Council in February 2018 with regard to the proposed development.

## **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The proposed development would create a good mix and good quality of residential accommodation that would make a positive contribution to the borough's housing stock and would make a contribution to the Council achieving its housing targets as set out in the London Plan (2016) and its own Croydon Local Plan 2018.
- The proposed development is 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 neighbouring properties' living conditions.
- The level of parking provision is considered appropriate, striking the appropriate balance between promoting sustainable modes of transport, whilst providing some car parking space capacity. The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development subject to conditions would provide for soft landscaping and associated biodiversity.

### **4.0 CONSULTATION RESPONSE**

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

### **5.0 LOCAL REPRESENTATION**

- 5.1 A total of 35 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:

20 individual responses: 20 Objections

- 5.2 The following summarised issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

#### **Objections**

- Overdevelopment of the site
- Adverse effect on character and amenity of area
- Loss of privacy
- Loss of trees
- Effect on wildlife
- Increased flooding
- Increased traffic
- Insufficient parking
- Highway safety
- Concern about construction traffic
- Increased noise / disturbance
- Increased noise / disturbance from construction works

- Increased litter
- Developer - Brick-By-Brick – is Council owned – so not a transparent process (Officer Comment: The applicant is not Brick-By-Brick).

The following procedural issue was raised in representations and are addressed below:

- No notification of application (Officer Comment: The application was publicised in accordance with Council processes and statutory legislation. Neighbour consultation letters were dispatched 22/05/18).

## **6.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

6.1 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.

6.2 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.

6.3 There is a draft revised NPPF which went out to public consultation 5 March 2018. The consultation ended 10 May 2018 and feedback is being collated. 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.

6.4 The main policy considerations from the London Plan (2016) raised by the application that the Committee are required to consider are:

- 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 6.3 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
- Policy 7.19 Biodiversity and Access to Nature
- Policy 7.21 Trees and Woodlands

6.5 A new draft London Plan has been out for public consultation which expired on the 2 March 2018. The GLA current program is to have the examination in public of the Draft London Plan in Autumn 2018, with the final London Plan published in Autumn of 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.

6.6 Croydon Local Plan (2018) - CLP1.1 and Croydon Local Plan: Detailed Policies and Proposals CLP2.

The new local plan was adopted on the 27<sup>th</sup> 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.
- SP4: Urban Design and Local Character.
  - SP4.1 High quality development that responds to local character.
  - SP4.2 Be informed by opportunities of Place and enhance social-cohesion and wellbeing.
- 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.
  - DM10.8 Landscaping.
  - DM10.9 Lighting and light pollution.
- DM13: Refuse and Recycling.
  - DM13.1 Design, quantum and layouts.
- 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.
- DM25: Sustainable drainage systems.
- SP7: Green Grid
- 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.
- SP8.15 Ptal ratings
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.
- Place: South Norwood and Woodside.

## **7.0 MATERIAL PLANNING CONSIDERATIONS**

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

- Principle of development
- Density and housing mix of development
- Effect on the appearance of the site and surrounding area
- Effect of the development on neighbouring amenity
- Quality of accommodation proposed
- Effect of the development on parking and the highway
- Effect of the development on trees
- Effect of the development on flooding
- Other planning issues

### **Principle of development**

7.2 Policy promotes the provision of new housing at a strategic and local level. The London Plan Housing SPG 2016 advises Borough's and developers of the strategic and local aspects and objectives when considering development of gardens and to strike a balance between these and other objectives when seeking to optimise housing provision on a particular site. On back garden development the Mayor of London's Housing Supplementary Planning Guidance March 2016 provides guidance on private garden land development and Strategic Objective 5 of the Croydon Local Plan 2018, which links to Policy DM10, seeks to ensure that high quality new development both integrates, respects and enhances the Borough's natural environment and built heritage.

7.3 The development would create additional residential units that would make a contribution to the Council achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan 2018.

- 7.4 The scheme would promote housing equality and choice as it would be delivered in conjunction with Wandle Housing Association, who are an affordable housing provider and whom own and manage the adjacent houses in Bevill Close.

### **Density and housing mix of development**

#### Density

- 7.5 Policy 3.4 of the London Plan states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. Based on the public transport accessibility level (PTAL 4/5 and the site's characteristics, the London Plan density matrix suggests a residential density of between 200 and 700 habitable rooms per hectare.
- 7.6 The residential density of the proposal would be 285 habitable rooms per hectare which is at the lower end of the indicative range within the London Plan for an urban area.
- 7.7 The Mayor's Housing SPG, at paragraph 1.3.12, further states that the density ranges should be "*used as a guide and not an absolute rule, so as to also take proper account of other objectives*". It does not preclude developments with a density above the suggested ranges, but requires that they "*must be tested rigorously*" (para.1.3.14). This will include an examination of factors relating to different aspect of "*liveability*" of a proposal (dwelling mix, design and quality of accommodation), access to services, impact on neighbours, management of communal areas and a scheme's contribution to '*place shaping*'. The impact of massing, scale and character in relation to nearby uses will be particularly important.
- 7.8 The SPG also considers the opportunities and constraints with regards to density on small sites (para.1.3.39). Responding to existing streetscape, massing and design of the surrounding built environment should be given special attention – where existing density is high, for example, higher density can be justified. Paragraph 1.3.40 notes that small sites require little land for internal infrastructure, and as such, it is appropriate for density to reflect this. These factors are all relevant to the development of the application site.
- 7.9 It is considered that the proposed residential development has been designed to deliver new homes within buildings that respond to their local context, taking into account both the physical constraints of the site and its relationship with neighbouring properties and the nearby townscape.
- 7.10 The proposed development does not exceed the London Plan density range. It delivers on London Plan policy by optimising additional housing on an existing residential site in a highly accessible location. The density of the development is therefore considered to be acceptable.

### Housing Unit Mix

- 7.11 Policy SP2.7 of the Croydon Local Plan 2018 seeks to secure the provision of family housing and states 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. This will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms.
- 7.12 The unit mix of the development is reproduced below for ease of reference:

#### Accommodation Schedule

<b>Flats</b>	<b>studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>	<b>Total</b>
<b>Number</b>	0	1	7	1	0	9

- 7.13 The proposal allows for 11% of 3 bedroom units, 78% of two bedroom units and 11% of 1 bedroom units. Given the 2 bedroom units are laid out for 4 person habitation then the proposed proportion of family housing is considered acceptable.
- 7.14 The proposal would therefore not result in an overdevelopment of the site and would provide an appropriate mix of accommodation to meet a variety of demands across the Borough in accordance with Policy 3.8 of the London Plan.

### **Effect on the appearance of the site and surrounding area**

- 7.15 Block 1 would be a three storey building with accommodation in the roofspace to provide 7 Flats. It would be sited towards the far end of the garden and would have regard to the front and back building lines of the terraced houses at No's 3 to 7 Bevill Close to the north of the site. There is a full 4 storey block of flats sited approximately 20 metres to the north/north-west of the site at 110a Regina Road and the ridge height of the proposed building would be lower than that building. The ridge height of the proposed building would also respect the ridge height of the adjacent 2/3 storey block of flats to the south of the site in Tinsley Close. Space to the boundaries of the site would also remain on all sides of the proposed building and the staggered front and rear building lines of it assist in providing variation and interest in the form of the building. The proposed building would have a traditional block form with a hipped roof and gables. The proposed indicative material palette would be simple but effective. The building would be formed of a light coloured brick and so would respect the appearance of buildings in the locality. Dark grey brick panels areas would add interest to the rear gable and would also enhance the composition of the windows, which would have grey frames. The roof would be formed of grey slate tiles and the dormers within would be finished with a zinc cladding. The balustrades to the balconies would be glazed and would emphasise the modernity and clean lines of the building. The narrow projecting gable to the front elevation would provide a strong focal point to define the entrance of the building. Full details of the proposed materials could be secured by condition.
- 7.16 Block 2 would be a two storey building comprising 2 flats. It would be sited towards the middle of the site. Its building lines would align with that of the

block of flats to the north/north-west of the site at 110a Regina Road. The 2 storey height of the building would be in keeping with the existing 2 storey house at 12 Sunny Bank and the 2 storey western section of the adjacent 2/3 storey block of flats in Tinsley Close. Space would remain around all sides to the boundaries. The design, form and material palette of the building would follow that of Block 1.

- 7.17 Taking the vehicle and pedestrian access from Bevill Close enables the layout of the proposed site to strike a good balance of hardstanding and soft landscaping provision. A substantive amount of soft landscaping would be provided on the site and it would be well laid out. The existing garden tree to the north-eastern corner at the end of the site would be retained and several new planted trees are proposed. The majority of it would be useable as amenity space for future residents. As such the layout of the landscaping on site would make for an hospitable residential environment and would provide pleasant views across the site from the site and adjacent sites. Full details of the proposed tree planting and other soft landscaping could be secured by condition.
- 7.18 With regard to the existing two storey dwellinghouse at 12 Sunny Bank, policy requires that in the case of development in the grounds of an existing building which is retained, a minimum length of 10 metres of the existing garden area is retained for the host property after the subdivision of the garden. The proposed development would comfortably meet the minimum requirement of the policy for the current occupiers of 12 Sunny Bank.
- 7.19 The proposed single storey rear garage to serve the existing occupier of 12 Sunny Bank would be domestic in scale and would be formed in the lee of the western elevation of Block 2 as proposed. It would be finished in a chalk render, so would be in keeping with the appearance of the existing rendered house at 12 Sunny Bank, and it would have a grey slate roof to match that of Blocks 1 and 2 as proposed. A sliding gate and brick piers are proposed to the entrance to the garage and full details of the appearance of the sliding gate and brick piers can be secured by condition.
- 7.20 In this instance, the proposed use of the back garden for residential development is acceptable in the context of the surrounding and nearby built environment. 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.

### **Effect of the development on neighbouring amenity**

- 7.21 Block 1 would be a three storey building with accommodation in the roofspace to provide 7 Flats. In terms of privacy the north-western and the south-eastern flank windows of the Block at first floor level and above would either serve non-habitable room windows or secondary windows. All would be obscure glazed. The rear balcony at first floor would be set within the built form, at second floor it would also be set in but would have a side aperture with privacy screen. This is designed to prevent direct overlooking to the south-east and block of flats in

Tinsley Close. The distance of the rear windows (and balconies) of the Block to the rear windows of houses in Lincoln Road to the north-east would be a minimum 30 metres. At ground floor it is proposed to plant a row of trees to the end of the rear communal garden to further protect the garden privacy of occupiers in Lincoln Road. On the north-eastern rear boundary and on the south-eastern side boundary a new close board timber high boundary fence would be erected. It would be a height of 1.8 metres and would have a 30cm trellis affixed to its top.

- 7.22 In terms of outlook the closest point of the proposed Block 1 to the block of flats in Tinsley Close to the south-east of the site is 13 metres. The closest point to No.7 Bevill Close to the north-west of the site is 3.28 metres, however there are no main habitable room windows in the south-eastern flank elevation of No.7 Bevill Close.
- 7.23 In terms of light the orientation of the site is such that shadow would fall to the north-west across the south-eastern flank elevation of No.7 Bevill Close where there are no main habitable room windows.
- 7.24 The south-eastern frontage of Block 1 would be sited 60 metres away from the rear windows of 13 Sunny Bank, so would not result in adverse loss of privacy or outlook to that property.
- 7.25 Block 2 would be a two storey building comprising 2 flats. The first floor south-western flank window of the building would be a secondary window to the main living / dining room. It could be obscure-glazed to prevent loss of privacy to the adjacent occupiers in at 13 Sunny Bank and Tinsley Close. This matter can be secured by condition. The first floor north-eastern flank window would serve a bedroom but would directly overlook the proposed vehicle access of the development site and the front parking area of Bevill Close. No windows are proposed to the south-western elevation of the Block, therefore no adverse loss of privacy would occur to the occupiers of 12 and of 13 Sunny Bank. The south-western and south-eastern elevations of the Block would respectively be sited distances of 27 metres, 34 metres and 15 metres away from the existing dwelling at 12 Sunny, and adjacent dwellings at 13 Sunny Bank and the nearest flats in Tinsley Close. Therefore, the distance between buildings and the Block would not result in any adverse loss of outlook to those adjacent properties and no adverse loss of light would result either.
- 7.26 It is considered that the proposed single storey garage block would not result in any adverse effects on the amenity of adjacent occupiers in terms of loss of light, visual intrusion, or loss of outlook.
- 7.27 The proposed intensification of the use of the site by creating flats would not create significant levels of noise and disturbance such to justify refusal of planning permission.

### **Quality of the accommodation proposed**

- 7.28 The proposed development would provide good quality units that would make a positive contribution to the borough's housing stock. All the proposed flats 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 meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards' and Policy 3.5 of the London Plan.
- 7.29 The flats would receive reasonable levels of light, outlook and aspect. All 7 flats in Block 1 would be dual aspect. In Block 2 both the flats would be predominantly single aspect would both would have an acceptable outlook.
- 7.30 All the flats, including Flat 7, located within the roof-space of Block 1, would have floor to ceiling heights of 2.3m for at least 75% of the gross internal area (GIA) in line with the requirements of the London Plan (2016). This would meet the requirements of DCLG's 'Technical Housing Standards: National Described Space Standards'.
- 7.31 All of the flats would have access to private amenity spaces in the form of ground floor terraces and/or balconies. This includes Flat 2 in the first floor of Block 2, which would have its own ground floor terrace directly in front of its ground floor entrance. Communal amenity spaces totalling 218 square metres would also be provided and could make provision for childrens' play space, as well as being flexible, multifunctional, accessible and inclusive.
- 7.32 Overall, the proposed development is therefore considered to provide a good quality of accommodation to the future occupants.

### **Effect of the development on parking and the highway**

- 7.33 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy all developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit. A minimum 1 cycle storage space should be provided for a 1 bedroom flat and 2 spaces for flats with 2 bedrooms or more.
- 7.34 The proposed development would provide 4 off-street parking spaces, including 1 disabled space, for the 9 flats. A total of 17 cycle storage spaces are proposed on site. Given the mix of flats proposed within the development, the level of parking provision and cycle storage provision is considered to strike the appropriate balance between promoting sustainable modes of transport, whilst providing some car parking space capacity.
- 7.35 The car parking spaces would be accessed from the existing driveway area of Bevill Close. The turning circle and width of the access is sufficient to ensure that cars will be able to enter and leave the site in a forward gear. The proposed development is not considered to pose a significant risk to highway and

pedestrian safety. The proposed garage to serve the existing house would not have any adverse effect on highway safety.

- 7.36 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. The installation of an active electric car charging point can be secured by condition.
- 7.37 Several representations have raised concern about traffic and noise and disturbance from associated works. A construction logistics plan could be secured by condition to satisfactorily address this matter. The Council also produces good practice guidance for construction sites and details of it can be passed onto the developer through use of an informative.

#### **Effect of the development on trees**

- 7.38 There is an existing tree on site towards the north-eastern end of the rear garden. The tree is not protected by a Preservation Order, nevertheless it contributes to the visual amenity of the site and its surroundings. The application has been reviewed by the Council's arborist who raises no objection to the development subject to a tree protection plan for the tree on site being secured by condition. It is evident that several trees in the rear garden have been felled in the recent past however these trees were not protected by a Tree Preservation Order and in mitigation new tree planting is proposed on site. This matter can be secured as part of a landscaping condition. There is also a tree in Beville Close which is close to the northern boundary of the application site. It is not protected by a Preservation Order either and while its canopy would impinge on the northern boundary of the site it would do so only over the cycle storage and part of the vehicle access.

#### **Effect of the development on flooding**

- 7.39 The site is located in Flood Risk Zone 1 (low) and has been modelled as being at risk from surface water flooding on a 1 in a 1000 year basis. The site is also at moderate risk from groundwater flooding. The applicant has submitted a flood risk assessment (FRA).
- 7.40 To mitigate the risk of groundwater flooding a number of mitigation measures are proposed including permeable paving and a Sustainable Urban Drainage System (SUDs) will be put into effect to attenuate surface water. This can be secured by condition. A condition is also recommended to ensure efficient water use.

#### **Other Planning Issues**

- 7.41 The development is required to meet reduction in carbon dioxide emissions targets of 19% beyond the 2013 Building Regulations. This could be secured by condition.
- 7.42 A covered bin store area is proposed adjacent to the northern boundary of the site. Its provision could be secured by condition.

- 7.43 The site is residential but nevertheless it would be prudent to ensure that any land contamination issues can be addressed where necessary. This could be secured by condition.
- 7.44 In terms of wildlife and biodiversity, the site is not in a protected area and there is insufficient evidence especially given the characteristics of the site (residential property with garden) to suggest that there is protected flora and fauna on site. The development would retain the mature tree on the site that would continue to provide good habitat value. Whilst there would be the loss of some lawn area as result of the development, it is considered that this would be adequately offset by landscaping and provision of simple mitigation measures such as bird boxes and log piles. This could be secured as part of the recommended landscaping condition.

## **8.0 Conclusion**

- 8.1 The proposed development would provide good quality residential units that would make a positive contribution to the Borough's housing stock. The proposed development is of an appropriate high standard of design and layout that would not cause harm to the appearance of the surrounding area. The development would not cause significant adverse harm to neighbouring properties' living conditions. The proposed development provides an acceptable level of parking and would not have a significant adverse impact on the efficient operation of the local highway network.
- 8.2 All other relevant policies and considerations, including equalities, have been taken into account.