

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/01575/FUL  
 Location: 28 Grasmere Road, Purley, CR8 1DU.  
 Ward: Purley Oaks and Riddlesdown Ward  
 Description: Demolition of the existing bungalow and garage, erection of a three storey building in association with eight self-contained flats (C3), with associated landscaping, terraces, refuse store, cycle stores and car parking.  
 Drawing Nos: 16-P-01, P-02, P-03 A, P-04 A, P-05 A, P-06 A, P-07 A, P-08 A, P-09 A, P-10 and P-11A.  
 Applicant: Sterling Rose.  
 Agent: Sterling Rose.  
 Case Officer: Barry Valentine.

	<b>1B 1P</b>	<b>1B 2P</b>	<b>2B 3P</b>	<b>3 B 4P</b>	<b>4B 7P</b>	<b>Total</b>
Existing Provision					1	1
Proposed Residential Mix		4	2	2		8

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
4 on site car parking spaces	12 on site cycle parking spaces

1.1 This application is being reported to Planning Committee as 49 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.
  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 and cycle parking to be installed prior to occupation.
8. Ground floor level units to meet M4 (2) accessibility standard.
9. Water use target.
10. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
11. Installation of one electric vehicle charging point.
12. Dropped kerb to be installed prior to occupation of the development.
13. Privacy screens to be installed prior to occupation of the development.
14. Obscurely glazed and non-opening up to 1.7m windows on flank elevations at first and second floor levels.
15. Condition requiring 2 car parking spaces next to windows to be allocated to ground floor units.
16. Refuse management plan.
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

### **Informatives**

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

## **3.0 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 Demolition of a bungalow and garage, erection of three storey building, creation of eight self-contained flats (C3), with associated landscaping, terraces, refuse, cycle stores and car parking.
- 3.2 The application was revised on the 30<sup>th</sup> May 2018 to alter the design. The front elevation was recessed back at first and second floor level to align with adjoining neighbouring properties. Further public consultation was carried out on the 30<sup>th</sup> May 2018 in connection with these changes.

### **Site and Surroundings**

- 3.3 The application site is a single storey detached bungalow located on the south east side of Grasmere Road. The property is in use as a single dwelling house. The property has an existing garage that is accessed from a dropped kerb. Land levels across the site do vary, with the site sloping upwards towards the rear, with the existing property set above the road.

- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi-detached, and are generally two stories high.
- 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 low risk from surface water flooding (less than 1 in 100 year basis).
- 3.6 The site has a Public Transport Accessibility Level (PTAL) of 0 (worst). Despite the PTAL rating of the site, the site is considered to be reasonably well connected with Purley Rail Station and Purley Town Centre a 10 to 15 minute walk away.

### **Relevant Planning History**

- 3.7 No relevant planning history for the site.

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

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

## **5.0 CONSULTATION RESPONSE**

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

## **6.0 LOCAL REPRESENTATION**

- 6.1 A total of 48 neighbouring properties were notified about the application and invited to comment by letter. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

48 Individual responses: 48 Objections

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

### **Objections**

- Not in keeping. The development is much larger and taller than neighbouring properties especially given three storey height when most properties are two.
- Insufficient car parking with only 4 space for 8 flats.
- Noise from intensification of residential use.
- Loss of light to garden.
- Loss of privacy to neighbouring properties and their gardens from windows.
- Loss of privacy to neighbouring properties and their gardens from balconies.
- No buses for residents.
- Impact of the development during construction in terms of noise and traffic.
- The development will impact bin collection on the street and emergency services.
- The development does not provide affordable housing.
- Flatted development not in keeping with character of the street.
- Unacceptable quality of residential accommodation due to lack of space.
- Bins position would have undue impact on neighbouring properties' windows, particularly in terms of odour and vermin.
- Lack of electric vehicle charging points.
- Lack of external amenity space for the flats.
- Impact of additional people on local services.
- A previous scheme was refused at 54 Grasmere Road (for example see 08/01558/P) on impact on streetscene, that was the correct decision and therefore this scheme should be refused.
- Loss of a family home.
- Creating overcrowded accommodation that would have a detrimental impact on quality of life of residents of these units, as well as neighbouring properties.

6.3 The following Councillors made representations:

- Cllr Simon Brew (Previous Ward Councillor for Purley, Current Ward Councillor for Purley and Woodcote Ward) – False or irrelevant comments in applicant's submission, overdevelopment, insufficient on-site parking that would cause parking stress which reduces the road's operation, insufficient spacing for cars to park and leave in a forward gear, inaccessible bicycle spaces and privacy screen would be ineffective.

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

- Concerns about financial accounts of Sterling Rose (Officer Comment: This is not a material planning consideration).

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

- Greater public consultation should have been carried out (Officer Comment: Statutory consultation obligations have been met with letters sent to all immediately adjoining neighbouring properties.)

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

#### Croydon Local Plan (2018)

7.5 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.
  - *DM1.2 Net loss of 3 bed or homes less than 120 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 154 sq.m, is a 4 bed, and two 3 bed units are proposed.
- 8.3 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have a three bed 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 a three bed, 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 the relatively small size of the site which limits the number of larger units that can be realistically provided and as there would be no net gain of family accommodation.
- 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). There is no policy requirement for the provision of Affordable Housing as less than ten units are being proposed in this instance.

### *Quality of Units*

- 8.5 The proposed development would provide good quality units that would make a positive contribution to the borough's housing stock. All the proposed units meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms would meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'.
- 8.6 The units would receive good levels of light, outlook and aspect. All the residential units would be either dual aspect or single aspect but not north facing. All key habitable rooms would be served by generously sized windows. To limit the impact of having ground floor bedroom windows facing onto the car park, the applicant has agreed to allocate the car parking space in front of the window to the relevant ground floor residential unit. This is recommended to be secured via condition. All flats would have floor to ceiling heights in excess of 2.5m.
- 8.7 The proposed level of external amenity space provision for the development is acceptable. The two family sized three bed units would have access to their own generously sized (40 sq.m and 49 sq.m) rear garden and patio area. Units 3 and 5 would have access to a 3.5 sq.m balcony and units 6 and 8 have access to a 2.4 sq.m dormer terrace balcony. In addition all units would have access to 125 sq.m private communal amenity space. Direct access would be provided from the residential units to the communal amenity space which helps to ensure it accessible and useable. Opportunities for small scale play-space, in line with policy DM10.4(d) would be delivered through the use of planning conditions.
- 8.8 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.
- 8.9 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. Condition 8 is recommended requiring the units at ground to comply with M4 (2).

### **Impact on the appearance of the site and surrounding area.**

- 8.10 The existing property is not protected from demolition by existing policies. As such, the property and associated structures could be demolished under existing permitted development rights through the prior approval process without

planning permission. The demolition of the existing building is acceptable subject to a suitable replacement designed building being agreed.

- 8.11 The proposed bulk and mass of the development is considered acceptable. Policy DM 10.1 states that there is a presumption in favour of three storey high development. The site is set in a street made up of two storey dwellings. However, there is a significant change in land levels in this part of Grasmere Road, with 30 Grasmere Road ground floor level being 2m lower than 26 Grasmere. This allows the development to act as a successful transition in scale between the higher 26 Grasmere Road, and the lower 30 Grasmere Road. The width of the development is appropriate with a 2m and 2.5m gap being maintained with adjoining properties flank walls. The development respects the front building line of neighbouring properties, aligning at ground floor level with the bay windows of adjoining properties, and then setting back at first and second floor level to align with the main building line of both 26 and 30. Whilst the rear elevation would extend beyond the established rear building line, given the site is not in a conservation area and the rear elevation is not subject to public views, this element of the scheme is acceptable. The depth of the building at the rear would sufficiently maintain garden openness; a 19m separation distance from the rear ground floor wall to the rear boundary would be maintained. The proposed traditional design would respect features and detailing common to neighbouring properties. The development would be finished in materials of a traditional appearance, further details of which are recommended to be secured by condition.
- 8.12 The proposed front garden area would largely consist of car parking, this is acceptable given that hedging would be used to help screen views from the street and given that some other properties for example on the opposite side of the street at no.41 who have paved over their front gardens..
- 8.13 The proposed design of the cycle store located in the rear garden is acceptable given that it would not be widely visible from public viewpoints. The bin store would be discreetly located away from public views down the side passage in a recess. There is a clear route from the cycle store to the street.
- 8.14 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.**

- 8.15 The impact of the development on neighbouring properties' light and outlook is considered acceptable. The light and outlook to windows on the front and rear elevation of both adjoining properties nos. 26 and 30 would not be significantly harmed due to the staggered mass of the development and distance to neighbouring properties' windows. Properties to the front of the site on the opposite side of Grasmere Road are 20m away, and the properties to the rear are 60m away, and as such their light and outlook would not be unacceptably harmed.

- 8.16 At first floor level on the flank elevation of no.30 there are two windows which both serve a bathroom. On no.26, there is a window at first floor level on the flank elevation that serves a bathroom. Bathrooms are not classed as habitable rooms, and as such the impact of the development on their light and outlook is acceptable. On the flank elevation at ground floor level of both nos. 26 and 30 are kitchen windows. These kitchens are of a good size, and as such considered to be habitable rooms. These windows are unusually the only source of daylight and outlook to these rooms. These properties instead have separate utility rooms at their rear, rather than having their kitchen look over the rear garden as is more common. The outlook of these windows is already constrained due to the presence of the boundary fence and hedging, and from the single storey bungalow behind. The light that these rooms receive is reasonable, with daylight able to enter into the room over the roof of the bungalow. No.30's kitchen also receives direct sunlight over the roof of bungalow.
- 8.17 The proposed development is likely to have a significant impact on the level of light that two kitchens windows on both 26 and 30 would receive. Where kitchen windows are overly reliant on light from neighbouring land, and that this places undue restraints on the potential of the development, BRE Sunlight and Daylight guidance recommends that a 'mirror image' approach be undertaken. This mirror approach works out how much sunlight and daylight the neighbouring property would receive if the same development as that property was built next door, and compares it to the impact of the development. Using the mirror image approach, the impact of the development on neighbouring properties' light and outlook is acceptable.
- 8.18 The staggered mass of the development at the rear away from boundaries, would prevent the development causing unacceptable levels of overshadowing to neighbouring properties' gardens.
- 8.19 The proposed development would not cause significant harm to neighbouring privacy. There would be over 20 m separation distance to windows belonging to properties on the opposite side of Grasmere Road. To the rear of the site the nearest property is approximately 60m away. In regards to adjoining properties 26 and 30 Grasmere Road, a planning condition is recommended to ensure that the windows on the flank elevations at first and second floor level are obscurely glazed and non-openable (up to a height of 1.7m).
- 8.20 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. The terraces at rear first floor level would have 1.7m high privacy screens along their sides that would prevent direct views into neighbouring windows. A condition is recommended to ensure these screens are installed prior to use. The terraces would have some views over the rear parts of neighbouring gardens, but such views are not considered to be sufficiently harmful to neighbouring privacy to justify refusal of planning permission.

- 8.21 The proposed terraces would not generate significant level of noise disturbance due to a combination of their modest size and the distance from neighbouring properties windows. The proposed intensification of the use of the site would not be sufficient to create significant levels of noise disturbance to justify refusal of planning permission.
- 8.22 Residents have raised concerns regarding the impact of the proposed bin store in terms of odour and vermin. It is not uncommon for bins to be located in a side alley, and the impact of them on the relevant neighbouring property would be somewhat screened by boundary treatments. The applicant has confirmed that the building will be managed by a management company who will be based locally. They will be making bi weekly visits to ensure the management and maintenance of the site. This will include regular cleaning down of the bin stores. There will also be a resident's management association that will ensure any complaints are appropriately highlighted to the management company. A condition requiring a refuse management plan to be submitted is recommended.

### **Impact of the development on parking and the highway.**

- 8.23 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy in low PTAL areas, one and two bed units are required to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit, and four or more bed units up to 2 parking spaces per unit.
- 8.24 The proposed development would provide four car parking spaces for the eight units. The applicant has submitted a Transport Technical Note produced by Markides Associates. This parking survey using census data for the Purley Ward estimates that the development would generate the need for six car parking spaces. Given the sites proximity to Purley Train station and the type of unit the development provides, this seems a reasonable estimate. The development is therefore estimated to result in the displacement of two cars into on street car parking spaces.
- 8.25 The applicant has submitted a parking study that measures car parking capacity in Grasemere Road and Downs Road. The survey was carried out on two consecutive weekdays nights, on Wednesday 31<sup>st</sup> January and Thursday 1<sup>st</sup> February 2018. The survey is carried out on weekday nights as this is when residential parking demand is generally the highest. Of the 116 on-street parking spots available within the survey area, 59% on the 31<sup>st</sup> and 56% on the 1<sup>st</sup> were shown to be occupied. Parking stress is generally deemed as high when then is an 80% saturation. Whilst the survey area measured by the applicant is overly large, the survey still clearly demonstrates that there is sufficient 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 significant levels of traffic. Given the small number of cars associated with the development, the proposal would not have significant impact on emergency vehicle access or bin collection. There are sufficient number of spots along the road, both in terms of empty car parking spaces and crossover areas where cars tend not to park across, for cars and other vehicles to be able to pass each other safely.

- 8.26 The existing property has a dropped kerb on the western side of the property. The 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 park, as well as exit and enter the site in a forward gear.
- 8.27 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. A planning condition is recommended to accommodate these requirements.
- 8.28 The London Plan (2016) requires one cycle parking space to be provided for all one bed units and two cycle parking spaces for all 2+ bed units. To be London Plan (2016) compliant 12 cycle parking spaces would need to be provided. The submitted site layout plan and drawing 16-P-10 shows a cycle store with a capacity of 12 cycle parking spaces. A condition is recommended requiring this cycle store to be installed prior to occupation.

#### **Impact of the development on trees.**

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

#### **Impact of the development on flooding,**

- 8.30 The site is located in Flood Risk Zone 1 (low) and is at low risk (more than 1 in 100 years) from surface water 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**

- 8.31 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.
- 8.32 A bin store area is proposed in the side alley. The bin store contains 1100L recycling bin, eight 120 litre general waste bins and one 140L food waste bin. A

condition is recommended requiring this bin store to be provided prior to occupation.

- 8.33 The impact of the development during construction, given the scale of the development, is appropriately mitigated by other legislation such as the Noise Act 1996. Given this, it would be overly onerous of the council to impose further restrictions.

## **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 which 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 operation of the highway. The development would not result in unacceptable harm to or loss of trees.
- 9.2 All other relevant policies and considerations, including equalities, have been taken into account.