

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD  
PLANNING COMMITTEE**

**DEVELOPMENT CONTROL PANEL**

5 February 2020

Item: 2

<b>Application No.:</b>	19/02535/FULL
<b>Location:</b>	Oaklea 20A Cromwell Road Ascot SL5 9DG
<b>Proposal:</b>	Construction of 4 flats with off street parking and provision for refuse, recycling and cycle storage, following demolition of the existing dwelling.
<b>Applicant:</b>	Mr Gillespie
<b>Agent:</b>	Mr William Fitzgibbon
<b>Parish/Ward:</b>	Sunninghill And Ascot Parish/Ascot & Sunninghill

**If you have a question about this report, please contact:** Adam Jackson on 01628 796660 or at adam.jackson@rbwm.gov.uk

**1. SUMMARY**

- 1.1 The proposed development is of an acceptable design and will have an acceptable impact on the character and appearance of the area.
- 1.2 The proposed development will be provided with sufficient on-site parking and will not have a severe impact on the road network or have an unacceptable impact on highway safety.
- 1.3 The proposed development will not adversely affect the amenity of neighbouring occupiers. The ground floor flats will not provide the future occupiers with a standard of amenity normally expected of a residential property due to the main bedrooms of the ground floor flats being adjacent to the parking spaces and the light and noise pollution this will likely cause from cars pulling on and off the driveway. However the harm caused by this would not clearly and demonstrably outweigh the benefit of 3 x new dwellings (net) towards the boroughs housing stock

<b>It is recommended the Panel authorises the Head of Planning:</b>	
1.	<b>To grant planning permission on the satisfactory completion of an undertaking to secure the necessary SPA mitigation as set out in Section 8 of this report and with the conditions listed in Section 12 of this report.</b>
2.	<b>To refuse planning permission if an undertaking to secure the necessary mitigation as set out in Section 8 of this report has not been satisfactorily completed for the reason that the proposed development would cause harm to the Thames Basin Heaths (SPA).</b>

**2. REASON FOR PANEL DETERMINATION**

- The Council's Constitution does not give the Head of Planning delegated powers to determine the application in the way recommended; such decisions can only be made by the Panel.

**3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS**

- 3.1 The site contains a detached dwelling located within the urban area of South Ascot. The dwelling forms part of a row of residential dwellings along Cromwell Road consisting of a mixture of semi-detached and detached dwellings. Elsewhere on the opposite side of the road there are also terraced properties. The properties within Cromwell Road vary in terms of age, design and size. The existing dwelling is set on a spacious plot with a garden area to the rear and driveway to the front. The application site is located in an area of good accessibility within easy reach of Ascot

Railway Station and therefore provides good transport links. Cromwell Road is narrow and currently experiences a high level of on street parking. The area has a predominantly residential character and is within 400m to 5km zone of the Thames Basin Heaths SPA.

#### 4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 4.1 The proposal is for the erection of a two storey building comprising of 4 x 2 bedroom flats, following demolition of the existing 4 bedroom house on site. The proposed building would have a footprint that occupies approximately 170sqm of the 493sqm total site area and is approximately 15m deep. The proposed building would have a ridge height of approximately 8.25m and an eaves height of approximately 5.6m. The building will have a flat/crown roof and will reduce in height to the rear. The building would be finished in a mixture of facing brickwork and render with a tile roof. A parking area to the front of the site is proposed and is sufficient for 4 cars. Each of the ground floor flats is to be provided with a private garden, with the first floor flats sharing a communal space.

##### Relevant planning history

Reference	Description	Decision
19/00166/FULL	Construction of new building comprising of 4 x 2 bed flats with associated parking and new vehicular and pedestrian access following demolition of existing dwelling.	Withdrawn on 24 <sup>th</sup> June 2019

- 4.2 A previous scheme on site was withdrawn following advice from Officers. Concerns were raised with the previous scheme with regards to the roof design and bulk of the property, the size of the gardens and the lack of outdoor amenity provided for the first floor flats. Possible issues with the onsite parking spaces not being large enough were also raised.

#### 5. DEVELOPMENT PLAN

##### **Adopted Royal Borough Local Plan (2003)**

- 5.1 The main Development Plan policies applying to the site are:

Issue	Adopted Local Plan Policy
Design in keeping with character and appearance of area	DG1, H10, H11
Parking and highways	P4, T5
Acceptable impact on nearby occupiers	H11

These policies can be found at

[https://www3.rbwm.gov.uk/downloads/download/154/local\\_plan\\_documents\\_and\\_appendices](https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices)

##### **Adopted Ascot Sunninghill and Sunningdale Neighbourhood Plan (2011-2026)**

Issue	Neighbourhood Plan Policy
Design in keeping with character and appearance of area	NP/DG1, NP/DG2 and NP/DG3
Highways	NP/T1
Mix of housing types	NP/H2

These policies can be found at

[https://www3.rbwm.gov.uk/info/200209/planning\\_policy/477/neighbourhood\\_plans/2](https://www3.rbwm.gov.uk/info/200209/planning_policy/477/neighbourhood_plans/2)

## Adopted the South East Plan – Regional Spatial Strategy

Issue	Plan Policy
Thames Basin Heaths Special Protection Area	NRM6

### 6. MATERIAL PLANNING CONSIDERATIONS

#### National Planning Policy Framework Sections (NPPF) (2019)

Section 4- Decision-making  
 Section 9- Promoting Sustainable Transport  
 Section 12- Achieving well-designed places

#### Borough Local Plan: Submission Version

Issue	Local Plan Policy
Design in keeping with character and appearance of area	SP2, SP3
Sustainable Transport	IF2
Housing mix and type	HO2
Housing Density	HO5
Acceptable impact on the Thames Basin Heaths Special Protection Area	NR4

#### Borough Local Plan: Submission Version Proposed Changes (2019)

Issue	Local Plan Policy
Design in keeping with character and appearance of area	QP1, QP3
Sustainable Transport	IF2
Housing mix and type	HO2
Acceptable impact on the Thames Basin Heaths Special Protection Area	NR4

- 6.1 The NPPF sets out that decision-makers may give weight to relevant policies in emerging plans according to their stage of preparation. The Borough Local Plan Submission Document was published in June 2017. Public consultation ran from 30 June to 27 September 2017. Following this process the Council prepared a report summarising the issues raised in the representations and setting out its response to them. This report, together with all the representations received during the representation period, the plan and its supporting documents was submitted to the Secretary of State for independent examination in January 2018. The Submission Version of the Borough Local Plan does not form part of the statutory development plan for the Borough.
- 6.2 In December 2018, the examination process was paused to enable the Council to undertake additional work to address soundness issues raised by the Inspector. Following completion of that work, in October 2019 the Council approved a series of Proposed Changes to the BLPSV which are now out to public consultation until Sunday, 15 December 2019. All representations received will be reviewed by the Council to establish whether further changes are necessary before the Proposed Changes are submitted to the Inspector. In due course the Inspector will resume the Examination of the BLPSV. The BLPSV and the BLPSV together with the Proposed Changes are therefore material considerations for decision-making. However, given the above both should be given limited weight. These documents can be found at: <https://www3.rbwm.gov.uk/blp>

#### Supplementary Planning Documents

- RBWM Thames Basin Health's SPA

#### Other Local Strategies or Publications

Other Strategies or publications material to the proposal are:

- RBWM Townscape Assessment
- RBWM Parking Strategy

More information on these documents can be found at:

[https://www3.rbwm.gov.uk/info/200414/local\\_development\\_framework/494/supplementary\\_planning](https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning)

## 7. CONSULTATIONS CARRIED OUT

### Comments from interested parties

19 occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 20.09.2019

The 19 letters were received objecting to the application, summarised as:

Comment		Where in the report this is considered
1.	The development will lead to a loss of roadside parking spaces.	Paragraph 8.9
2.	The flats will not be provided with sufficient onsite parking.	Paragraph 8.8
3.	Houses would be more in keeping with the road than flats/flats will be out of character.	Paragraphs 8.5 – 8.7
4.	The development will lead to increased roadside parking which will cause highway safety and access issues.	Paragraph 8.9
5.	The construction works would cause noise and other disturbances for neighbouring properties and could result in damage to vehicles, fences, etc.	This is not a material planning consideration.
6.	The proposal will result in over-development and overcrowding.	Paragraphs 8.5 – 8.7
7.	The proposed scale and bulk of the property is out of keeping with the rest of the dwelling in the street.	Paragraph 8.5 – 8.7
8.	The development will be out of keeping with the Victorian character of the street.	Paragraphs 8.5 – 8.7
9.	The development will result in the loss of hedges to the front of the site which will impact local landscape character.	This hedge is not protected and could be removed at any time. It is also not considered its loss would materially impact on the character of the area.
10.	The proposed building will block out light to the neighbouring property opposite.	Paragraph 8.15
11.	The increase in windows will result in a loss of privacy for the property opposite.	Paragraph 8.15
12.	The development will result in additional noise and disturbance as well as light pollution from increased residents and traffic.	Paragraph 8.15
13.	The road is not wide enough for cars to pull out onto the road safely.	Paragraph 8.10
14.	The proposal does not allow for visitor parking.	Paragraph 8.9
15.	Not enough space for construction vehicles to access the site during demolition/construction.	This is not a material planning consideration.

16.	There is already a serious problem with the drains unable to cope with heavy rainfall, causing flooding, which would be exacerbated by more properties.	Drainage issues are only a material consideration for major applications. Issues with the drains should be reported to Thames Water or the relevant operator.
17.	I am confused as to why we have had to object twice to essentially the same application in the same year?	The 1 <sup>st</sup> application was withdrawn for amendments to be made.
18.	Why has the planning notice been hidden from residents?	The site notice was posted at the front of the site on the 20 <sup>th</sup> September and adjacent neighbours were written to directly.

### Statutory consultees

Consultee	Comment	Where in the report this is considered
<b>Environment Agency</b>	This planning application is for development we do not wish to be consulted on.	N/A

### Consultees

Consultee	Comment	Where in the report this is considered
<b>Parish Council</b>	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> <li>• Contrary to borough parking standards and policy NP/T1.2 of the neighbourhood plan</li> <li>• The area isn't truly accessible so the maximum parking standards should apply, requiring 8 spaces and only 2 net provided (4 on site less 2 on road lost for access)</li> <li>• Cromwell Road has as much on-street parking as it can accommodate and the development will result in local harm to parking and create congestion.</li> <li>• No disabled parking provided.</li> <li>• Contrary to NP/DG2.1 – Bulk and scale and overdevelopment of the site within a Victorian Street.</li> <li>• Contrary to NP/DG1.4 – respecting the character of this Victorian village.</li> <li>• Contrary to NP/H2 – housing mix – yet more flats with minimum space for 1<sup>st</sup> floor flats (no storage space shown). Many recent approvals have been for 1 &amp; 2 bed flats with minimum space standards, whereas there is a need for terraced and semi-detached houses for families.</li> <li>• Overlooking of amenity to ground floor flats.</li> </ul>	Parking issues are considered in paragraphs 8.8 – 8.12. Design and character issues have been considered in paragraphs 8.2 – 8.7. Amenity issues have been considered in paragraphs 8.13 to 8.17.
<b>Environmental Protection</b>	Recommends that should planning permission be granted that conditions relating to construction site	These are not issues that can be

	working hours and collection and delivery hours are imposed.	controlled by planning. Any statutory nuisances as a result of the development should be reported to Environmental Protection.
<b>Highways</b>	Recommends conditions relating to, construction management, access, parking, cycle stores and refuse stores.	A construction management plan is not necessary for a development of this scale. Contractors will be subject to the normal restrictions if vehicles need to be parked off site. The access has been conditioned in accordance with the details submitted which demonstrate the require visibility is possible. All other conditions have been added.

#### Others

Group	Comment	Where in the report this is considered
<b>SPAE</b>	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> <li>Potentially 14 residents accommodated in the new building and potentially parking required for 8 cars. Only 4 parking spaces are going to be provided. Cromwell Road is already congested with vehicles, with the addition of 4 more vehicles, not to mention visitor and service vehicles, this can only lead to more grief, angst and danger for all who reside or visit there.</li> <li>NP/DG1 – Townscape Victorian Villages – regular terraces of 2 storey brick built cottages; NP/DG2 – bulk and scale; UK housing standards require minimum of 79sqm for 2 bed, 4 person and 70sqm for 2 bed 3 person; proposal is for 72.1sqm and 62.9sqm respectively, so is non-compliant.</li> </ul>	Parking issues have been considered in paragraphs 8.8 – 8.12. Design and character issues have been considered in paragraphs 8.2 – 8.7. Amenity standards for the flats have been considered in paragraph 8.16.

## 8. EXPLANATION OF RECOMMENDATION

8.1 The key issues for consideration are:

- i Impact on character and appearance of the area
- ii Impact on parking and highway safety
- iii Impact on residential amenity

## **Impact on the character and appearance of the area**

- 8.2 Policy DG1 of the Royal Borough of Windsor and Maidenhead Local Plan (Local Plan) sets out design standards for all new development within the borough and policies H10 and H11 set out design standards specific to residential development. H10 sets out that new residential development schemes will be required to display high standards of design, and H11 sets out that permission will not be granted for schemes which introduce a scale or density of a development which would be incompatible with or cause damage to the character of the area.
- 8.3 The adopted Ascot, Sunninghill and Sunningdale Neighbourhood Plan (Neighbourhood Plan) also forms part of the development plan. Policy NP/DG1 sets out that development proposals should respond positively to the local townscape (as set out in the RBWM Townscape Assessment), policy NP/DG2 sets out that new development should be similar in density, footprint, separation, scale and bulk to development in the surrounding area, and in particular neighbouring properties, and policy NP/DG3 sets out that all new development should demonstrate good quality design and respect the character and appearance of the surrounding area.
- 8.4 Both the Local Plan and the Neighbourhood Plan are consistent with the National Planning Policy Framework (NPPF) with regards to design and character, with Paragraph 127 of the National Planning Policy Framework setting out that development should be sympathetic to local character and should be visually attractive. Paragraph 130 also sets out that permission should be refused for developments of poor design which fail to take the opportunities available for improving the character and quality of an area.
- 8.5 The proposed building is two storeys at 8.25m high, which is the same height as the 3 new houses to the south (22, 22a and 24) and approximately half a metre taller than the neighbouring number 20 to the north. It is also the same height as the existing dwelling on site, although the height is maintained across a greater proportion of the roof. The proposed building is also approximately 11.6m wide which is the same as the neighbouring pair of semi-detached properties to the south, and the proposed building would have a very similar depth and footprint to the pair of semi-detached properties. The depth of the proposed dwelling would also not be readily apparent from the street, with much of it being hidden behind neighbouring properties. The proposed building will be set back from the road approximately 5.8m, which is slightly forward of the new properties to the south, however over a metre further back compared to number 20 to the north and further back than the existing dwelling on site, creating/maintaining a staggered building line. Furthermore the proposed building will be similar in appearance to the pair of semi-detached properties with projecting gable frontages and a crown roof, and a similar material palette proposed.
- 8.6 It is noted that neighbours, SPAE and the Parish Council have all raised objections to the scale and design of the property and the impact this will have on the character of the area, which is described as a Victorian Village in the Townscape Assessment. Whilst it is acknowledged that Cromwell Road is typically characterised by Victorian semi-detached dwellings, there are other types of houses on Cromwell Road, with more modern properties present in particular on the southern part of the road where the proposed building would sit. The proposed building as mentioned above would also be similar in scale and design to 22, 22a and 24 Cromwell Road. It is not considered therefore that the proposed building would cause harm to the character of the area or take away from the Victorian properties within Cromwell Road.
- 8.7 In conclusion it is considered that the proposed building is of a suitable design that would not take away from the Victorian character of the dwellings found elsewhere on the street and would have an acceptable impact on the character of the area overall. The scale of the proposed building would be similar to those approved to the south and would be compatible with the character of the area and the neighbouring properties.

## **Impact on parking and highway safety**

- 8.8 The application site is within 800m of Ascot Train Station which puts it in the category of an area of good accessibility. Within such areas the parking standards (as set out in the Borough Parking Strategy 2004) are lower. In this case it means that a 2 bedroom unit is required to provide 1 space per unit. These spaces are proposed to be provided to the front of the site, and each space measures 2.7 x 4.8m which complies with the minimum standards set out in the Parking Strategy. An amended plan has been received which reduces the depth of the building, thereby providing an addition 30cm or so at the front of the site. This ensures that there is enough room at the front of the site to park cars as well as to manoeuvre bins, bikes and wheelchairs to the front of and round to the side of the site.
- 8.9 It is noted that objections have been raised due to the loss of on street parking as a result of the access being extended across the entire site frontage. The existing frontage, minus the existing access, is approximately 9.5m long and realistically would allow for 2 cars to park at the front of the site. However, it should be noted that there is no official right for residents to park on the road and there are no planning policies or regulations that prevents the loss of roadside parking. The loss of parking to the front of the site cannot therefore be objected to. It is noted that residents raise issues with highway safety and have concerns that this will be worsened as a result of the loss of roadside parking by moving parking to other more dangerous parts of the road and surrounding streets. However, the NPPF sets out in paragraph 109 that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe. It is acknowledged that Cromwell Road currently experiences heavy on street parking, however it is not considered that the loss of 2 potential spaces would have a severe impact on this existing situation. New development along Cromwell Road has been provided with sufficient onsite parking in line with the borough's standards and as such will not contribute to the on-street parking in the area. It is also noted that the lack of visitor parking has been raised and that policy NP/T1.1 requires adequate provision to be made for this, however for a development of this scale visitor parking would not normally be expected. A borough Highway Officer has assessed this application and has raised no issues with regards to parking or highway safety.
- 8.10 The application proposes 2 points of access with 2 parking spaces accessed via each. In the middle of each vehicular access is the pedestrian access which leads up to the front door. The applicant has demonstrated that the boundary treatment to the front of the site will be no higher than 0.6m from the carriageway to ensure that the best possible visibility splays are provided.
- 8.11 Areas for refuse and cycle stores are shown on the proposed site plan and it is recommended that further details of these facilities are secured via condition.
- 8.12 In conclusion it is considered that the development would be provided with sufficient onsite parking and that the effects of the development in terms of the loss of roadside parking and increased traffic from residents, visitors, service people etc. would not result in severe impact to the road network or have an unacceptable impact on highway safety.

## **Impact on residential amenity**

- 8.13 Paragraph 127 of the National Planning Policy Framework sets out that planning decisions should create places with a high standard of amenity for existing and future users.
- 8.14 It is acknowledged that the proposed building will be taller across parts of the roof and is overall larger than the existing property, it is also acknowledged that the proposed building would decrease the gap to neighbours by about a metre to the south and half a metre to the north. However, it is not considered that the increased size of the building and the separation decrease would be significant enough to materially alter the relationship to neighbouring properties. The existing building is already an 8.25m tall dwelling set in close proximity to the neighbouring properties either side, and as such the proposed building will not materially impact light or outlook for neighbouring properties. First floor windows in the rear of the flats would allow views into the gardens of neighbouring properties, however this is already the case with the existing dwelling on site. First floor windows in the side elevation of the flats are to bathrooms. To the north the first

floor window will be offset from the first floor window of number 20. To the south the first floor windows in number 22 are also to bathroom windows as such there would be no significant overlooking.

- 8.15 It is noted that the neighbours opposite have objected, however the separation distance between this property and the application site means there will be no material impact. It is acknowledged that there will be an intensification in the use of the site and as such a likely increase in noise and light pollution, however, it is considered that this would remain within the limits one could reasonably expect in a residential area and any increase in noise and light pollution is unlikely to materially impact on the amenities of neighbouring properties.
- 8.16 In terms of the amenity afforded to the future occupiers of the flats, all flats are a minimum of 61.3sqm which is above the minimum standard set out in the national technical housing standards of 61sqm. Each of the ground floor flats are also 67.8sqm. Whilst these standards are not set out in any development plan policies they do provide a useful guide when assessing whether a dwelling would provide its future occupants with an adequate indoor space. Each flat would also be provided with outdoor amenity space, with each ground floor flat having a private garden area of approximately 50sqm and the first floor flats sharing a communal space of approximately 140sqm. Public open space is also in close proximity to the site on Victoria Road.
- 8.17 Both ground floor flats have their main bedroom windows at the front of the site where noise and light disturbance would be most significant, with cars pulling on and off of the site. Having bedrooms located at the front of a site at ground floor is not ideal in creating a suitable residential environment for the future occupiers, however the harm caused by this would be outweighed by the benefit of 3 new dwellings towards the boroughs housing stock (see planning balance below).

### **Other material consideration**

#### Impact on the Thames Basin Heaths Special Protection Area

- 8.18 Part of this Borough lies within the development management remit of a Special Protection Area (The Thames Basin Heaths Special Protection Area) TBH SPA). Natural England has demonstrated that the new population arising from residential development at a distance of up to 5km from the TBH SPA can have a "significant effect" by causing disturbance to the breeding of rare bird populations due to the impact of residents' recreational activities, particularly walking and walking with dogs. As such mitigation against the likely significant impacts upon the TBH SPA is required and it is normal for this to be secured via financial contributions towards the Council's SANG (Suitable Alternative Natural Greenspace) (Allen's Field) and SAMM (Strategic Access Management and Monitoring) to encourage people to use the recreation ground Allen's Field rather than the TBH SPA. The Council's Legal Officers have been instructed to draft an agreement which secures the required mitigation, however at the time of writing this has not been secured. It is recommended that the panel defer the application back to the Head of Planning to determine the application following the completion of this agreement.

#### Housing land supply

- 8.19 Paragraphs 10 and 11 of the NPPF set out that there will be a presumption in favour of Sustainable Development. The latter paragraph states that:

*For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

8.20 Footnote 7 of the NPPF (2019) clarifies that:

*'out-of-date policies include, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer..).'*

8.21 The BLPSV is not yet adopted planning policy and the Council's adopted Local Plan is more than five years old. Therefore, for the purposes of decision making, currently the starting point for calculating the 5 year housing land supply (5yr hls) is the 'standard method' as set out in the NPPF (2019).

8.22 At the time of writing, the Council is unable to a 5 year housing land supply.

8.23 Whilst the application site is within 5km of the Thames Basin Heaths Special Protection Area it is considered following the application of the appropriate assessment and consultation with Natural England that subject to the securing of mitigation as set out in paragraph 8.18 above that the development proposal would not have an adverse effect on this protected area as identified in footnote 6 of paragraph 11 d(i) of the NPPF. As such there is no clear reason for refusing the application as per paragraph 11 d(i), and paragraph d (ii) commonly known as the 'Tilted Balance' is engaged. The assessment of this and the wider balancing exercise is set out below in the conclusion.

## **9. COMMUNITY INFRASTRUCTURE LEVY (CIL)**

9.1 The development is CIL liable. The proposed floorspace of the dwellings is 255sqm.

## **10. PLANNING BALANCE AND CONCLUSION**

### Planning balance

10.1 Paragraph 11 of the NPPF explains how the presumption in favour of sustainable development applies. As set out in paragraph 8.23 the application of policies in the NPPF that protect areas or assets of particular importance does not provide a clear reason for refusing the application and as such paragraph 11 d(i) does not apply. Paragraph 11 d(ii) therefore applies, and this paragraph sets out that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. This assessment commonly known as the 'tilted balance' is set out below.

10.2 Paragraph 8.17 identifies the harm that would result from this development in terms of the amenity provided to future occupiers. Set against this harm would be benefits in the form of contributions towards the Borough's housing stock. As set out in paragraph 8.22 the Borough is currently unable to demonstrate a 5 year housing land supply, and the proposed development would provide 3 x new (net) dwellings towards the current shortfall in the Borough's 5 year housing land supply figures. The proposal would also make use of brownfield land which is supported by paragraph 117 of the NPPF which states that planning decisions should promote effective use of land in meeting the need for homes, and paragraph 118 (c) which says that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. Furthermore the development will provide additional economic benefits by opening up employment opportunities during construction of the development.

10.3 Paragraph 10.2 identifies the benefits of this proposed development, along with the harm. Overall and having due regard for the tilted balance, it is, in this instance, not considered that the identified harm would significantly and demonstrably outweigh the benefits as per the tests set out in paragraph 11 d (ii) of the NPPF.

## **11. APPENDICES TO THIS REPORT**

- Appendix A - Site location plan and site layout

- Appendix B – plan and elevation drawings

## 12. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

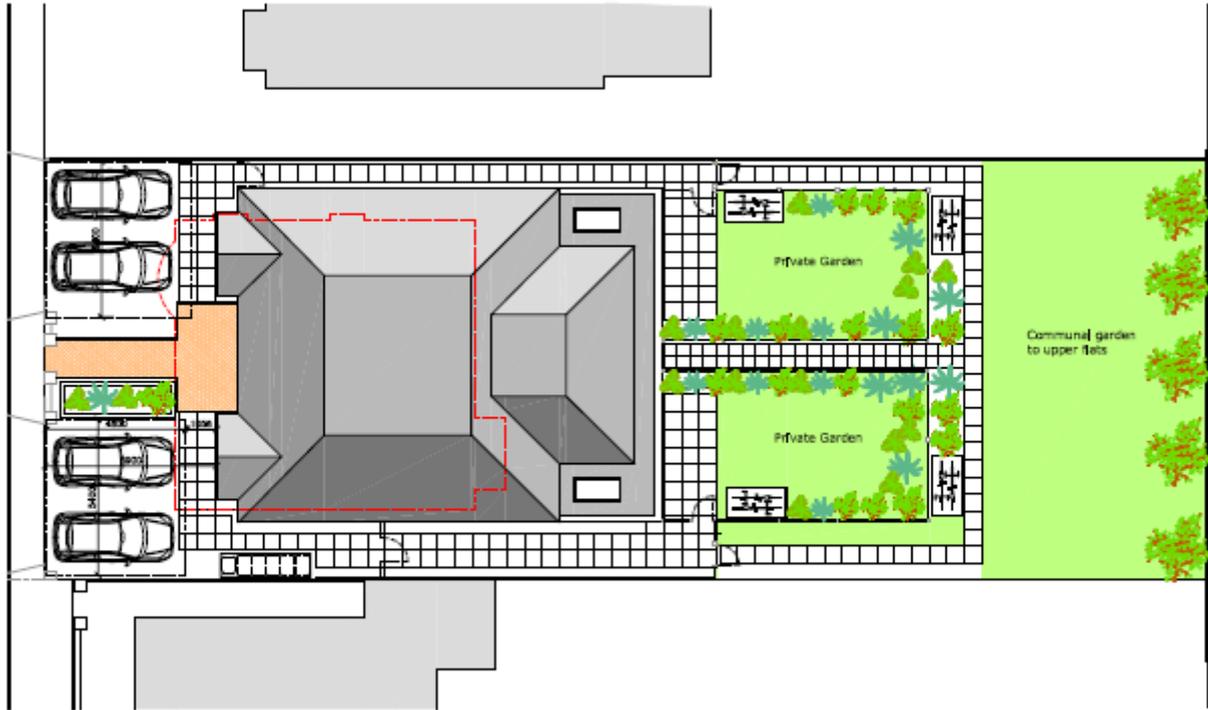
- 1 The development hereby permitted shall be commenced within three years from the date of this permission.  
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 No development above slab level shall take place until details of the materials to be used on the external surfaces of the development have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.  
Reason: In the interests of the visual amenities of the area. Relevant Policies: Local Plan - DG1, H10 & Neighbourhood Plan NP/DG1, NP/DG3
- 3 No part of the development shall be occupied until vehicle parking space has been provided in accordance with the approved drawing. The space approved shall be retained for parking in association with the development.  
Reason: To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety. Relevant Policies - Local Plan P4, DG1.
- 4 No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with the approved drawing. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.  
Reason: To ensure that the development is provided with adequate cycle parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1.
- 5 No part of the development shall be occupied until the refuse bin storage area and recycling facilities have been provided in accordance with the approved drawing. These facilities shall be kept available for use in association with the development at all times.  
Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan T5, DG1.
- 6 No part of the development shall be occupied until the access has been constructed in accordance with the approved drawing. The access shall thereafter be retained as approved.  
Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5, DG1.
- 7 No part of the development hereby permitted shall be occupied until pedestrian visibility splays of 2.0m by 2.0m have been provided at the junction of the driveway and the adjacent footway. All dimensions are to be measured along the outer edge of the driveway and the back of footway from their point of intersection. The areas within these splays shall be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level.  
Reason: In the interests of pedestrian and highway safety. Relevant Policies - Local Plan T5
- 8 The development hereby permitted shall be carried out in accordance with the approved plans listed below.  
Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

### Informatives

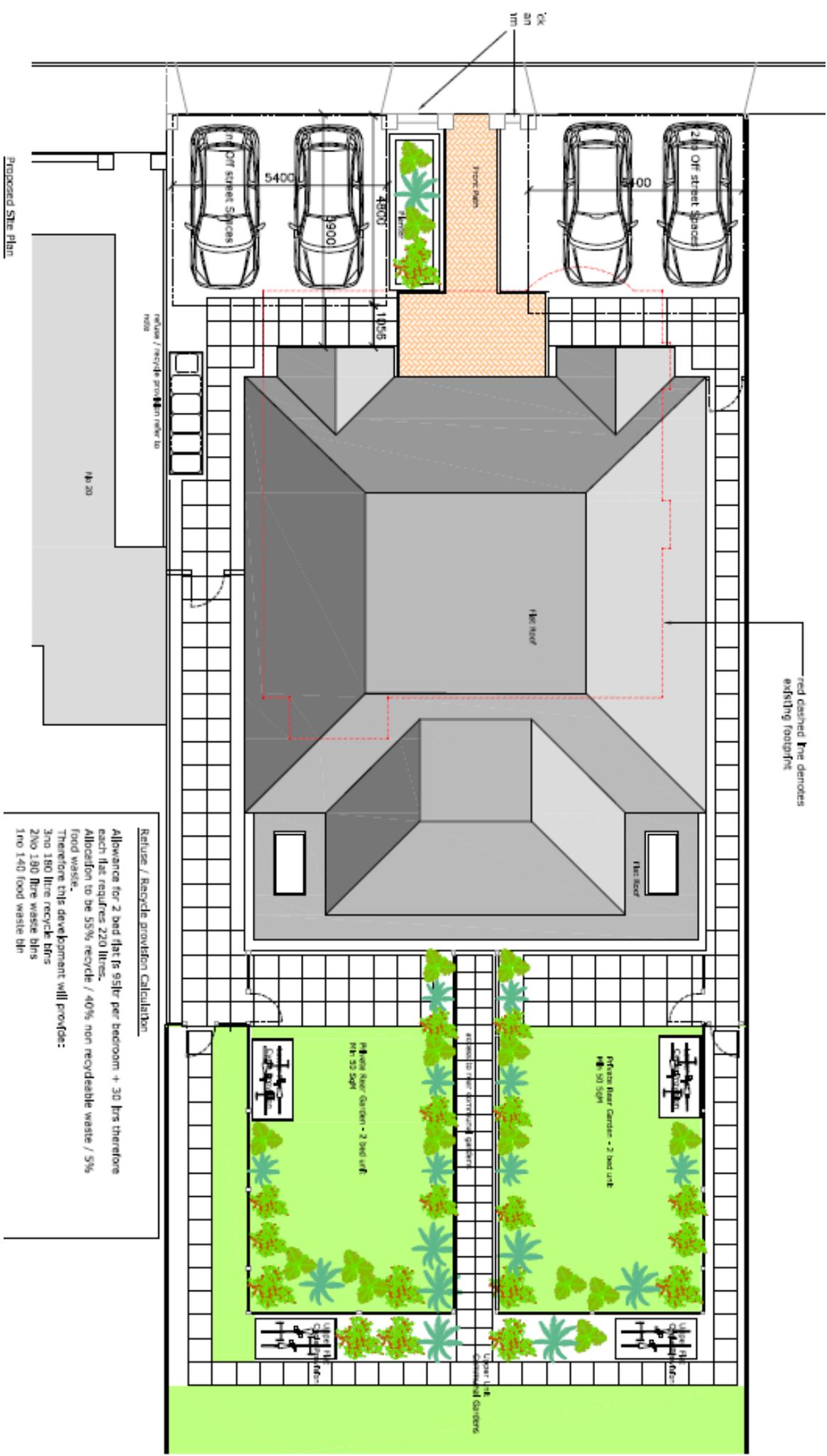
- 1 The applicant is advised to provide access protection lines at both points of access.

**Appendix A—Site location plan and site layout**





Proposed Full Site Plan



**Refuse / Recycle provision Calculation**

Allowance for 2 bed flat is 95ltr per bedroom + 30 ltrs therefore each flat requires 220 litres.

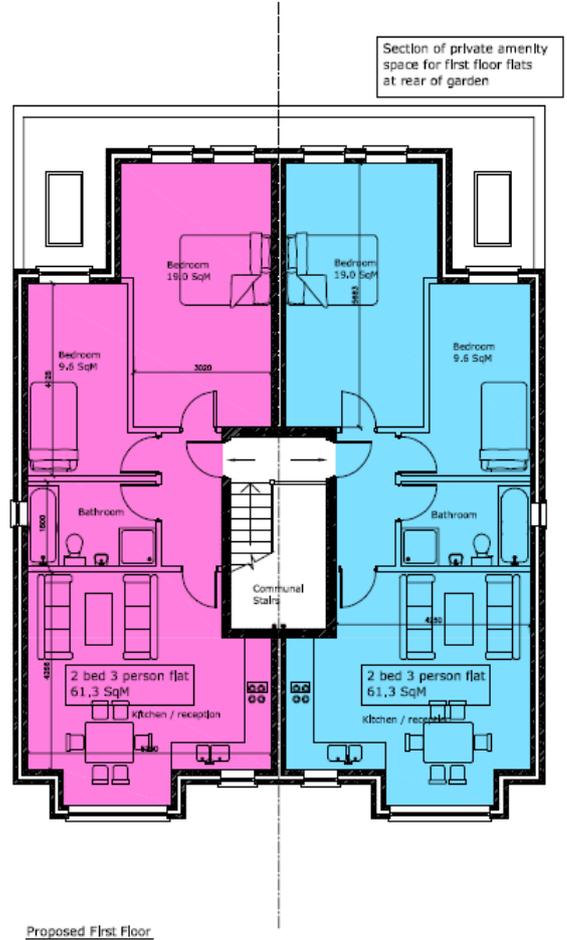
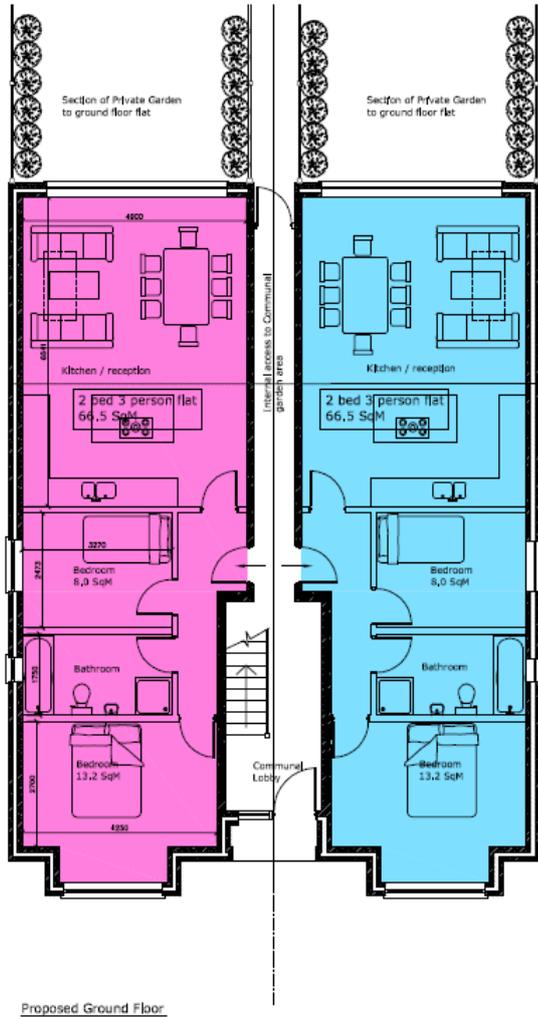
Allocation to be 55% recycle / 40% non recyclable waste / 5% food waste.

Therefore this development will provide:

- 3no 180 litre recycle bins
- 2no 190 litre waste bins
- 1no 140 food waste bin

# Appendix B— Plan and elevation drawings

## Proposed floor plans



Proposed front elevation



Proposed side (north) elevation



Proposed side (south) elevation



Proposed rear elevation



Existing and proposed street scene



Existing Front Elevation Street Scene (Cromwell Road)

