

BOSTON BOROUGH COUNCIL

Planning Committee – 6th February 2018

Reference No: B/17/0248

Expiry Date: 10-Jan-2018

Application Type: Full Planning Permission
Proposal: Erection of 5 no. three bedroom town houses to the rear of existing dwelling

Site: 67, Sleaford Road, Boston, Lincolnshire, PE21 8EX

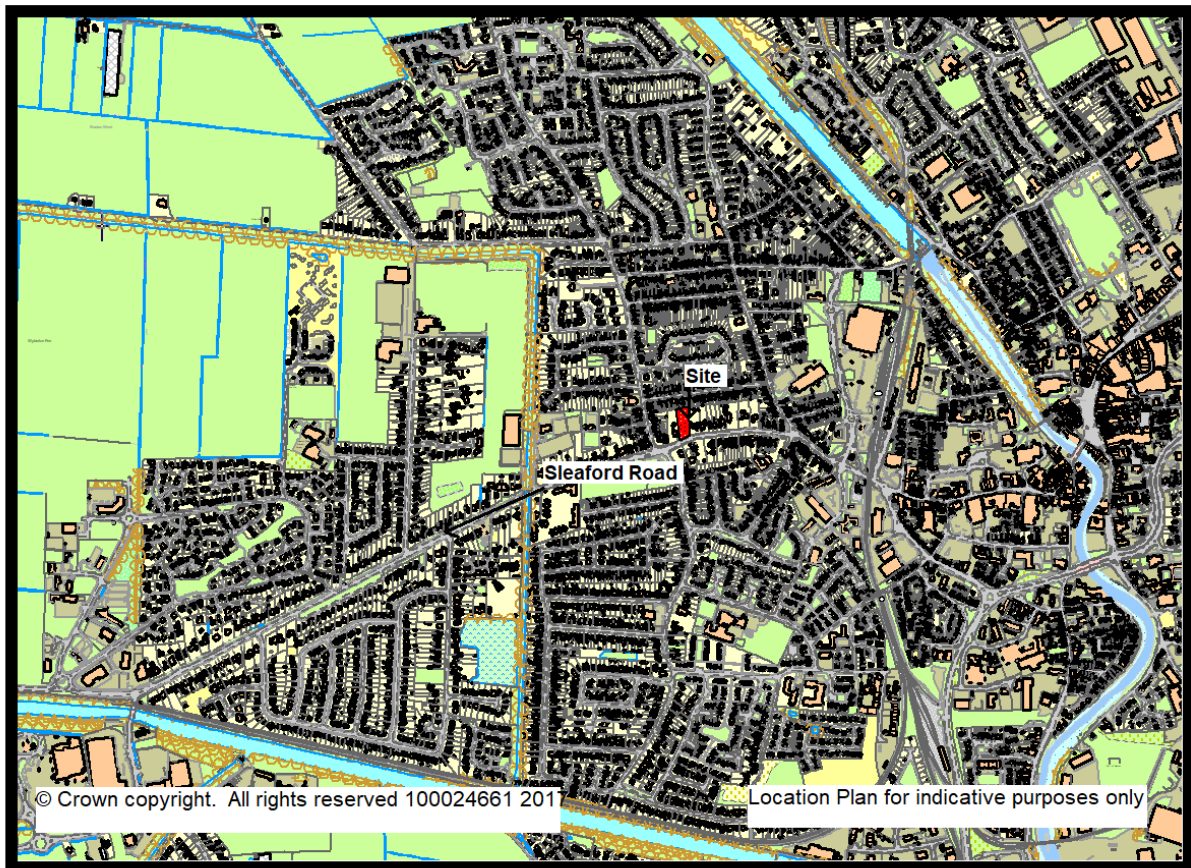
Applicant: Mr S Epton

Ward: Staniland
Parish: Boston Town Area Committee

Case Officer: Trevor Thompson

Third Party Reps: 3

Recommendation: GRANT



1.0 Reason for Report

- 1.1 This application has been presented to the Committee given the planning history of the site, objections that have been received from neighbouring residents and objections from the Environment Agency.

2.0 Application Site and Proposal

- 2.1 The application site is located on the northern side of Sleaford Road and covers about 0.2ha. It consists an existing dwelling house ie no 67 Sleaford Road and associated garden area. This property currently provides accommodation for 9 flats.
- 2.2 The host property, (no 67 Sleaford Road) is a large detached Edwardian /Victorian house set within spacious grounds along a frontage of properties of similar size. The building is not listed, nor is located within the Boston Conservation Area .The site is within a residential area, with residential properties to the sides and rear and on the opposite side of the road.
- 2.3 This application is for the erection of a two storey terraced block consisting of 5 three bedroom houses with associated access road, parking and garden areas. The proposed building will be positioned behind no 67 Sleaford Road, Boston. It is also proposed to alter the existing vehicular access that serves the site.
- 2.4 The application has recently been amended in an effort to overcome the initial concerns expressed by the County Highway Authority with regard to car parking. This has resulted in changes to the size of the building and the distances of the proposed building from the adjacent side boundaries.

3.0 Relevant History

- 3.1 In 2009, an outline application for the erection of nine one bed dwellings with layout and access forming part of the application was **refused** on the grounds that the development would be out of character with the existing pattern and form of development in the locality and would be detrimental to the amenities of the area. The application was also refused on the grounds that the access would not be able to accommodate the traffic that would be generated by both the host dwelling and the proposed development, to the detriment of highway safety and to the free flow of traffic using the adjacent class A highway (ref; B/09/0179).
- 3.2 In 2016, an outline application for the erection of a building to provide 8 one bedroom flats on this site with all other matters reserved for later approval was **refused** on the grounds that insufficient information had been received which demonstrated that the development would satisfactorily assimilate within its surroundings without causing harm to the character and the residential amenity of the area. (ref; B/16/0093).

- 3.3 In January 2017, an application for the construction of a rear extension to 67 Sleaford Road to provide a terrace of 5 town houses was **refused** on design grounds, adverse impact on the pattern of development and harm to the amenity of neighbouring residents (ref; B/16/0464).
- 3.4 In October of this year, an application for the erection of a three storey detached building comprising of 4 town houses was **withdrawn** by the applicant (ref B/17/0296)

4.0 Relevant Policy

Boston Borough Adopted Local Plan

- 4.1 The development plan consists of the saved policies of the Boston Borough Local Plan (Adopted 1999). S.38(6) of the 2004 Act requires that determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 4.2 The site is within the built up area of the town as defined within the Boston Borough Local Plan but is not designated for any specific use.
- 4.3 The saved Local Plan Policies of relevance to this application are as follows:
- Policy G1 – Amenity
 - Policy G3 – Surface and Foul Water Disposal
 - Policy G6 – Vehicular and Pedestrian Access

Housing policies

- Policy H2 – Windfall housing development
- Policy H3 – Quality of housing developments

National Planning Policy Framework

- 4.4 This Council does not have a 5 year supply of housing and therefore policies relevant to the supply of housing are out of date. The tilted balance in paragraph 14 of the Framework is therefore engaged and on this basis there is a presumption in favour of sustainable development which presumes in favour of the grant of permission unless harm significantly and demonstrably outweighs the benefits of the scheme.
- 4.5 In addition, paragraph 17 indicates that one of the core principles is to ‘always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings’

5.0 **Representations**

5.1 At the time of writing this report three letters of objection have been received from the occupiers of the following properties:

- Teviot Lodge, 65 Sleaford Road, Boston
- 82b Sleaford Road Boston
- 69 Sleaford Road, Boston

5.2 The objections and comments can be summarised as follows;

- Impact on residential amenity, loss of privacy, impact on visual amenity, overlooking, relationship with neighbouring properties and respective boundaries, noise and disturbance. Application is no different to previous schemes on site
- Design of the building and siting of the building behind existing properties which will be out of character with the surrounding area. Building will be far too big, not in keeping with area and represents over-development
- Concerns over the proximity of the proposed building in relation to the site's boundaries and impact of the proposed building in relation to the health of the trees within the neighbour's property
- Concerns over the visual impact over the number and location of the wheelie bins which will be positioned close to the site entrance that will serve both this development and the existing flats. Wheelie bin storage area should be to the rear. Concerns also about highway issues during times when bins are being emptied and the bin collection lorry is parked on the road
- Impact on highway safety. Sleaford Road is one of main arteries into town and the access is close to traffic lights/ road junction. There have been numerous accidents on this section of road. The addition of extra vehicle and pedestrian access which already serves existing flats to an already congested road needs serious consideration.
- Proximity of other accesses along this stretch of road and opposite the site. Sleaford Road not wide enough to accommodate extra traffic, danger for parents, children, residents and cyclists. Highway problems should not be allowed to get worse from any further over-development.
- Concerns over the number of car parking spaces that will be provided to serve both the proposed development and the flats within the host property and impact on on-street parking in the area
- Concerns over safety of children who may reside within the proposed development and flat development when vehicles are accessing car spaces and increased traffic flow. There is nowhere for children to play on this site. Need for a dedicated pedestrian walkway in the site for pedestrian safety.

- Concerns with regard boundary treatment, fencing and landscaping along the site's boundaries, including the future of the existing tree planting
- Opposite the site is a shared access to 82a, b and c and 84 Sleaford Road. As well as domestic vehicles, no 84 is a registered business address and is regularly visited by delivery vehicles coupled with the vehicles generated by the business itself.

As indicated above amended plans have been received and neighbouring residents have been re-notified. The date for making additional representations expires on the 5th February 2018. Any further representations received will be reported to Members at the Committee meeting. The neighbours' concerns/objections relating to this application are material considerations in the determination of this application.

6.0 Consultations

- 6.1 County Highways Authority has not yet responded on the revised scheme but initially raised concerns relating to the number of proposed car parking spaces to serve this development.
- 6.2 Environmental Health has no objections
- 6.3 Environmental Agency has raised objections to this proposal because it is considered that the submitted Flood Risk Assessment is not acceptable. This matter is discussed below.
- 6.4 Black Sluice Internal Drainage Board has made comment with regard to surface water disposal and raising ground levels.

7.0 Planning Issues and Discussions

- 7.1 The site is located within the built up part of the town, within easy walking distance of existing facilities and amenities within the town and within an established residential area. The principle of residential development on this site is acceptable subject to the objectives of the relevant saved Local Plan policies and the NPPF being met.
- 7.2 As indicated above the application has been amended since original submission. The amendments include:
- Number of car spaces to serve this development and the existing flat development has been increased from 9 as originally submitted to 12.
 - In order to accommodate additional car spaces, the proposed building has been moved further from the site's western boundary and closer to the site's eastern boundary. This has resulted distance of the proposed building from the western boundary increased from 2m as originally proposed to 3.74m and the distance from the eastern boundary has been reduced from 4m to 2.4m.
 - The gable width of the building has been reduced from 12.5m to 11.4m

The key issues in the determination of this application are:

- Interpretation of planning policy
- Impact on residential amenity
- Impact on highway safety
- Refuse collection
- Density
- Flood risk
- Design, height and impact on the character of the area.
- Sustainability

Interpretation of planning policy

- 7.2 Local Plan Policy H2 allows housing development within settlements provided that, inter alia, there is no loss of an open space or a frontage which contributes significantly to the area, the site is not too small to accommodate the development, the development and density are in character with neighbourhood and, that the development does not constitute tandem development. Local Plan policy H3 seeks to ensure high quality housing development whilst policy G1 in part echoes the objectives of these H2 and H3 and seeks to resist development that would cause substantial harm to the amenities of residents, nearby land users or the character of the area.
- 7.3 The development will not result in the loss of an open space or frontage which contributes significantly to the area and so this development does not contravene the criteria set by Local Plan policy H2 (1). Furthermore, the site covers 0.2 ha and the proposed building will be approximately 21.5m by 11.4m. The site is large enough to physically accommodate proposed building and on this basis, it is considered that this development accords with Local Plan Policy H2 (2)
- 7.4 Local Plan policy H2(3) resists development where the resultant dwelling(s) and curtilages are not of a size and character which reflect the current density in the area and this is a fundamental issue in the determination of this application. The site is within a mixed residential area, consisting of detached, semi detached and terraced dwellings and flat type accommodation. The pattern of development in the area may be described as varied though properties along this part of Sleaford Road within the vicinity of the site are mainly large Victorian or Edwardian houses set within spacious gardens. The host property in particular and the adjacent properties are also characterized by their long, substantial rear garden areas. The issue of whether the proposed development reflects the density, character and pattern of development is discussed further below.
- 7.5 Local Plan policy H2(4) resists tandem or backland development mainly to avoid 'town cramming' and to maintain residential amenity of neighbouring occupiers. The erection of a two storey block of 5 houses in this location may contravene this part of this policy given it is intended to construct the building directly behind the host property. However, a Planning Inspector at an appeal in Spilsby Road in 2014 concluded that this element of policy H2 was not NPPF complainant so limited weight may be placed on this part of policy H2. In other words, even though proposed dwelling be located behind an existing dwelling and may constitute tandem or back garden development, this may not be a reason to refuse the application. The erection of residential development directly behind an existing dwelling will be judged more in relation with regard to those policies which relate to amenity and pattern of development criteria.

- 7.6 Local Plan policy H3 (1) resists development which does not provide a pleasant, convenient and secure environment for residents. This applies to both existing and future residents. Local Plan policy H3(2) resists developments which are incompatible with the existing character of the area in terms of layout, density, design and materials and Local Plan policy H3(3) resists developments which are close to an incompatible use. Local Plan policy G1 resists development that will 'substantially' harm the amenity of residents. The assessment of this application in relation to residential amenity is discussed below.
- 7.7 The site is within a residential area and there are no nearby uses which will affect the amenity of the future residents. This application does not contravene Local Plan policy H3 (3).
- 7.8 Local Plan policy H3(4) resists development that would aggravate adverse traffic conditions. The existing access is about 50m from the traffic light controlled junction of Brothertoft Road/Sleaford Road. It is now intended to provide 12 external car spaces within the site which will serve the proposed 5 dwellings and the existing 9 flats within the host property. The impact that this application may have on highway safety and whether the development accords with Local Plan policy H3 (4) and G6 is discussed below.

Impact on residential amenity

- 7.9 The impact that the proposed building may have on the amenity of residents will be a key consideration in the determination of this application not only on the residents of the properties adjacent and opposite the site but also the residents of the flats within the host property.
- 7.10 The proposed building will be 9m high, 11m from the rear of the existing host property and over 20m from the neighbouring properties at 65 and 69 Sleaford Road.
- 7.11 Following the submission of amended plans, the proposed building will now be about 3.7m from the western boundary, 2.4m from the eastern boundary shared with neighbours along Sleaford Road and a minimum of around 10m from the northern boundary shared with properties fronting Sydney Street. The proposed building incorporates windows at ground and first floor levels on the front and rear elevations plus roof-lights in the front and rear roof slopes. It is also proposed to insert windows in the gable ends to serve bathroom, landing and bedrooms.
- 7.12 Given the height and mass of the proposed building, neighbours have raised concerns that their amenity and privacy will be adversely affected by virtue of overlooking, loss of sunlight, overshadowing and overlooking. As Members are aware, there are no locally adopted standards relating to minimum distances between the rear elevations of existing and proposed properties or in relation to overlooking of rear garden areas. However, the 22m 'rule of thumb' between rear elevations of existing and proposed properties has been used on many occasions by this Committee which assumes two storey properties on level land. This proposal is for two storey development with roof accommodation.

- 7.13 The terraced and semi detached properties to the rear of the site which front onto Sydney Street include single and two storey rear wings. The distance between the proposed building and the rear wings of these properties will vary but generally will be around 20m.
- 7.14 The site's eastern, northern and western boundaries are marked by extensive and mature tree planting which at certain times of the year provide extensive screening between the site and neighbouring properties. None of the trees are protected by a Tree Preservation Order. The applicant has submitted a block plan which indicates that the trees along the rear boundary are to be retained with additional tree planting along the eastern boundary. It is proposed to fell three trees near the site's western boundary to provide additional car parking.
- 7.15 To a certain extent the existing large mature trees which lie on the site's northern boundary shared with properties fronting Sydney Street also blocks out some daylight to these residents, especially during the summer months so it may be argued that the introduction of a terraced block at 9m high will not exacerbate this situation, especially given these trees are to be retained. Some of these trees are deciduous and therefore do shed their leaves in winter so the level of screening that these trees provide would be reduced during the winter months. However it may also be argued that the presence of a new building where there is no building at present, even if the existing mature trees are to be retained, will substantially change the outlook of the nearby residents during all times of the year.
- 7.16 In addition, this development will create additional pedestrian (and vehicular) traffic going to and from the application site which will pass existing windows of the existing flat development, the side elevation of the neighbouring property and the garden areas of the neighbouring properties. These additional flows will to some extent affect both the amenities of the immediate neighbours and existing residents of the host property.
- 7.17 The proposed building will take up part of the amenity/garden space that serves the flats within the host property though judging from its neglected condition it does appear largely unused. It may therefore be argued, to some extent, that the proposed dwellings will help enhance the area. However having made this point this area does have the potential to provide some valued external amenity space for the existing residents and any loss or reduction in this amenity space resulting from this development may also compromise residential amenity.
- 7.18 As indicated above, Local Plan Policy H3 seeks to provide good quality housing schemes and a 'pleasant' environment for residents whilst Local Plan Policy G1 resists developments that would cause substantial harm to the amenities of the area or neighbouring properties. Although there is no Local Plan policy which sets out minimum garden areas, it is proposed to provide rear garden areas for each of the 5 dwellings. The rear garden areas differ in size, the smallest being around 40sqm with a depth of around 10m which is adequate.
- 7.19 On balance, it is considered that this development will have an impact on the amenity of neighbouring residents and to some extent the occupiers of the existing flat accommodation within the host property. However it is not considered that this impact would be substantial to warrant refusal of this application.

Impact on highway safety

- 7.20 The proposed car parking is designed to meet the needs of both the residents of the proposed development and the existing residents of the host property. It is now intended to provide 12 spaces to serve the proposed 5 dwellings and the 9 residential flats within the host property. The site already has vehicular access onto Sleaford Road and this application makes no major changes to this arrangement. A new internal roadway some 5m wide will serve this development.
- 7.21 Local Plan G6 resists development where the proposed means of pedestrian and vehicular access are unsatisfactory and paragraph 32 of the NPPF indicates that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
- 7.22 The County Highways Authority initially raised concerns with regard to proposed number of car spaces to serve both this development and the host property and the revised plan shows an extra 3 spaces. The County Highways has not yet commented on the revised layout. Any further comments received will be reported to Members at the Committee meeting.

Refuse collection

- 7.23 The bin storage area which serves the existing flats is currently on the western boundary and exposed to public view from Sleaford Road. The proposed new driveway may take up some of this area. However the applicant has confirmed that the bin collection area will remain on the western corner to serve both the existing flats and the proposed 5 houses. As indicated above, concerns have been expressed by neighbours about the location of the bin storage area given it is close to the front boundary, the effect upon the visual amenity of the area and the additional numbers of bins that would be required to serve this development.

Density

- 7.24 The density is varied within this area, with high density to the rear at Sydney Street and lower densities along Sleaford Road. Overall, the density surrounding the site varies between 20-40 dph. The proposed density of this development including the 9 flats within the host property will collectively be around 70 dph. On this basis, it may be argued that the density of this development is out of character with the immediate area. However the density of the scheme compares favorably with the density in the wider context when assessed in relation to the terraced and semi detached properties to the north along Sydney Street. It is considered that the proposed density of the area generally accords with Local Plan policy H3 (2) given its urban location though the impact on this development on the pattern and character of the area is discussed further below.

Flood risk

- 7.25 The site is with a high risk flood area and the application is accompanied by a Flood Risk Assessment which concludes that the slab levels will be raised 600mm above ground level to accommodate flood risk and that the first floor and roof accommodation would be used as safe havens during a flooding event. The submitted Flood Risk Assessment also indicates that demountable defenses will be provided on all ground floor doorways and flood resilient construction will be incorporated for a minimum of 300mm above the predicted flood level.
- 7.26 The Environment Agency has raised objections to this application and considers that the required flood risk mitigation measures should be minimum floor levels of 1m above ground level plus demountable defences and resilient measures. The submitted Flood Risk Assessment proposes finished floor levels at 600mm above existing ground levels, plus defences and resilient measures.
- 7.27 As indicated, one of the main considerations in the determination of this application is the height of the building and its relationship with neighbouring properties. The overall height of the proposed terrace block at 9m would be dictated to some extent by the slab height though the roof pitch and the gable widths also contribute to the finished height. The proposed gable width of the proposed building and has been reduced to 11.4m which is still very wide for a building of this type and is a contributing factor to the overall height of the proposed building.
- 7.28 A slab height at 600mm instead of 1m above ground level as required by the Environment Agency will partly help to reduce the height of the building in order to ensure that it does not dominate or pose as an alien feature to the area. However it may also be argued that a slab level only at 600mm as opposed to 1m would place the future occupants of the dwellings at a greater risk to flooding.
- 7.29 A condition may be imposed which requires the insertion of flood defence doors as opposed to the installation of demountable defences which would provide some added protection against flood risk for future residents. It may be argued that during a flood event, future occupiers would be able to access places of refuge in the upper floors of this building.

Design, height and impact on the character of the area

- 7.30 The NPPF indicates that 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF indicates that decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It goes on to say that 'it is, however, proper to seek to promote or reinforce local distinctiveness. (para 60)'
- 7.31 However, paragraph 64 also says that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'.

- 7.32 The design of the dwellings surrounding the area is a mixture of large Victorian / Edwardian properties along Sleaford road with end of the 19th century two storey semi- detached /terrace properties to the rear. The proposed terraced block will be of modern design rather than following a traditional approach to match adjacent properties. The external walls will be of a white resin based render with beech cladding and the roof will be clad with red plain tiles.
- 7.33 The host property has maximum height of around 10.4 m and the terraced and semi detached properties to the rear are around 7m high. In comparison, the proposed terraced block will be 9m high. On this basis, whilst the height of the proposed building is still a little high, it may be argued that on balance, it is reasonable and would not have an adverse impact on the street-scene given it will be about 40m from Sleaford Road and partly screened by the host property in any case. However it may also be argued that the proposed building will be dominant when viewed from the gardens and from within the neighbouring properties.
- 7.34 It is considered that whilst the contemporary design of the proposed terraced block is reasonable, the key issue here is context and whether this development will assimilate within the pattern and character of the surrounding built environment. The proposed building will be positioned behind the host property and will share the same access onto Sleaford Road. On this basis, it may be argued that the proposed development is 'backland' and therefore does not follow the pattern or character of development along this frontage and would contravene Local Plan policy H2 (4). However an unqualified rejection of this proposal on the grounds it may be tandem development is not consistent with the thrust of the NPPF and it is not a determining factor in the determination of this application.
- 7.35 Although the proposed terraced block includes an extended and unvaried roof line and the overall design of the building incorporates different design elements and materials compared to other properties in the vicinity, it may also be argued that its unique appearance would add to the architectural styles in the area and would not result in the character or appearance of the area being substantially harmed.

Sustainability

- 7.36 The NPPF indicates that there are three dimensions to sustainable development which must be considered – these are economic, social and environmental. Paragraph 7 and 8 of the Framework explain that these three roles should not be undertaken in isolation because they are mutually dependent.
- 7.37 With regard to the economic role, it is likely that the construction of this development will create some short term employment and therefore support growth in the local economy. The provision of 5 town houses will also help meet current social demand for this type of accommodation in the area though the development will have some adverse impact on the amenity of neighbouring residents. The site is close to existing facilities within the town, certainly within walking or cycling distance and it is likely that these facilities would be supported by the occupiers of the new properties. On this basis the proposed development meets the economic and social threads of sustainable development.

7.38 The development will however have some impact on the character of the local environment given the design, size and mass of the proposed building and its location to the rear of the host property. However on balance, it is considered that the design of this scheme is reasonable and overall, given the nature and current appearance of the area and that main part of the proposed building will be behind the host property, this development will not adversely harm the surrounding environment and will provide some environmental benefit. Thus it is considered that the development meets the environmental thread of sustainability.

8.0 Summary and Conclusion

8.1 The principle of residential development within this residential area and sustainable location is acceptable subject to other development control criteria being met. The primary issues in the determination of this application will be the effect on the living conditions of nearby neighbours, the impact on the character of the area and flood risk issues as detailed above.

8.2 It is considered that the presence of a new large building at 9m in height within the rear garden of 67 Sleaford Road will change the outlook of the neighbouring residents and will have an effect on the neighbours' amenity. The concerns expressed by the neighbours are understandable. However the rear garden of the host property is large and can easily accommodate the footprint of this new structure. Furthermore, although there are no locally adopted standards, the intended distances between the proposed building and neighbouring properties are reasonable and well above the yardsticks commonly applied in other similar situations though the distance between the proposed dwelling and the rear of the host property at 11m is tight. Overall, it is considered that the scheme would maintain a quality of outlook from neighbouring residents and would meet reasonable expectations in this dense urban environment.

8.3 Concerns have been expressed about the contemporary design of the proposed building and that it would be out of keeping with the surrounding area. Design quality is a subjective issue and although the unique design of the proposed building will be a departure from local styles and buildings within the locality, it may also be argued that the development would continue the evolution of designs in the area without disrupting any prevailing local distinctive characteristic.

8.4 In terms of flood risk, the proposed finished floor level will be 600mm above ground level and the Environment Agency considers that the slab level should be a minimum of 1m above ground level. The need to gauge flood risk against the need to ensure that a development assimilates within its setting without appearing too dominant is often a finely balancing exercise. Although a raised slab level may contribute to the overall height of a building other factors such as roof pitch, roof accommodation and the widths of each gable end are also contributing factors which may also be adjusted to reduce the overall height of a building.

8.5 As indicated above, the 'tilted balance' in paragraph 14 of the Framework is engaged and on this basis there is a presumption in favour of sustainable development which presumes in favour of the grant of permission unless harm significantly and demonstrably outweighs the benefits of the scheme. It is considered that although this development will have an impact on the character of the area and the amenity of neighbours, the adverse impacts of this scheme would not significantly or demonstrably outweigh the social and economic benefits. On this basis this development constitutes sustainable development in accordance with the Framework.

9.0 **Recommendation**

It is recommended that Committee GRANT Planning Permission subject to the following condition(s) and reason:-

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans;

- Site location plan 1:1250 (1/6)
- Block plan ref 17-024-SR5H-002 rev B (2A/6)
- Ground and first floor plan ref 17-024-SR5H-003 (3/6)
- Attic plan and front elevation ref 17-024-SR5H-004 (4/6)
- Proposed rear elevation and sections ref 17-024-SR5H-005 (5/6)
- Proposed side elevations ref 17-024- SR5H-006 6/6)

Reason: To ensure the development is undertaken in accordance with the approved details and to accord with Adopted Local Plan Policy G1.

3 The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment along with the following mitigation measures:

- The finished floor level of the dwellings to be no lower than 600mm above existing ground level
- Flood resilient and resistant construction techniques to be used as described in the Flood Risk Assessment
- Resistance measures shall include flood resistance doors to be fitted to all external doors of the dwellings before each dwelling is first occupied

Reason: To reduce the risk and impact of flooding on the development and future occupants and to accord with the objectives of Local Plan policy G1 and the NPPF (2012)

- 4 The parking areas and access road as shown on block plan ref 17-024-SR5H-002 rev B shall be provided and made available before the dwellings hereby approved are first occupied and shall be made available at all times.

Reason: To ensure parking spaces are provided to serve this development, to avoid the need for on street parking and to accord with the objectives of Local Plan policy G6.

- 5 No development shall take place above slab level until details of the materials proposed to be used in the construction of the external surfaces have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the new building is in keeping with the character of the area and to accord with Adopted Local Plan Policy G1

- 6 The bathroom, bedroom and landing windows on the gable ends of the building hereby approved as shown on plan ref 17-024-SR5H-006 shall be fitted with obscure glazing and shall be non –opening. The windows shall be installed before occupation and retained in that form thereafter

Reason: In the interests of residential amenity and to accord with the objectives of Local Plan policy G1.

- 7 No development shall take place above slab level until full details of hard and soft landscaping works have been submitted to and approved in writing by the local planning authority, these works shall be carried out entirely in accordance with the approved details.

The scheme shall include

- a) planting schedules (species, sizes densities)
- b) existing trees to be retained/removed
- c) Surface materials of the access road and parking areas
- d) Fencing scheme

Reason: In the interests of visual amenity and in accordance with Section 197 of the 1990 Act which requires Local Planning Authorities to ensure, where appropriate, adequate provision is made for the preservation or planting of trees, and to ensure that the approved scheme is implemented satisfactorily. The condition accords with Adopted Local Plan Policy G1

- 8 All landscape works shall be carried out in accordance with the approved details within 6 months of the date of the first occupation of any building or completion of development whichever is the sooner, Any trees, plants, grassed areas which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the first available planting season with others of similar size species or quality.

Reason: In the interests of visual amenity and in accordance with Section 197 of the 1990 Act which requires Local Planning Authorities to ensure, where appropriate, adequate provision is made for the preservation or planting of trees, and to ensure that the approved scheme is implemented satisfactorily. The condition accords with Adopted Local Plan Policy G1

In determining this application the authority has taken account of the guidance in paras 186 – 187 of the NPPF (2012) in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the Borough.

Simon Rowberry
Interim Development Manager