

1.6 The plans indicate that the rear garden will provide 4no. off street car parking spaces, cycle storage area, refuse and recycling storage areas and shared amenity space.

PLANNING HISTORY

1.7 This application is a resubmission of a previously refused application (RN: 17/02199/FULM), which sought the conversion of 25 and 26 Barbican Road into 12 self contained apartments including external alterations and a three storey rear extension.

1.8 This application was refused at Planning Area Sub-Committee on 15 January 2018 for the following reason:

The proposed development, by reason of the size, scale and massing of the proposed extension is considered to be out of character with the existing pattern of development on the east side of Barbican Road in the vicinity of the site, resulting in harm to the visual amenity of the area. Furthermore the proposed number of residential units to be accommodated within the development would result in a poor standard of residential amenity and a restricted outlook for future residents. Therefore the proposal would result in the overdevelopment of the application site contrary to Policy GP1 and H8 of the Draft Development Control Local Plan (2005) Policy D1 of the Pre-Publication Draft Local Plan (2017) and paragraph 17 of the National Planning Policy Framework.

2.0 POLICY CONTEXT

DEVELOPMENT CONTROL LOCAL PLAN (DCLP) 2005

2.1 The policies that are relevant to matters raised by this application include:

CYGP1: Design
CYGP3: Planning against crime
CYHE10: Archaeology
CYGP4a: Sustainability
CYH8: Conversions
GP4b: Air Quality

PUBLICATION DRAFT LOCAL PLAN 2018

2.2 The main draft policies that are relevant to matters raised by this application are:

D1: Placemaking
DP3: Sustainable Communities
ENV1: Air Quality

T1: Sustainable Access
H2: Density of residential development
H3: Balancing the housing market
D11: Alterations and extensions to existing buildings

3.0 CONSULTATIONS

INTERNAL

Urban Design, Conservation And Sustainability (Archaeology)

3.1 No objection but a condition requiring an archaeological watching brief to monitor and record any archaeological features or deposits which may be revealed during construction is recommended.

Highways Network Management

3.2 No response has been received at the time of writing.

Flood Risk Management

3.3 No response has been received at the time of writing.

Public Protection Unit

3.4 No objection in respect to noise, dust, light, odour, land contamination, air quality.

Waste Management

3.5 Recommends the application be revised to ensure that the required level of refuse and recycling facilities can be provided within the site. Details of a waste management plan/strategy should be provided which sets out who is responsible for ensuring they are wheeled to the collection point and returned on day of emptying.

EXTERNAL

Fishergate Planning Panel

3.6 Overdevelopment of two modest terrace houses being replaced with inadequate and small one room flats and would set a precedent for similar inappropriate overdevelopment. The rear access is very difficult.

Police Designing Out Crime

3.7 As previously commented, there are a number of recommendations to make to address issues of access control, surveillance and activity support, target hardening and image.

Yorkshire Water

3.8 No response has been received at the time of writing.

Conservation Areas Advisory Panel (CAAP)

3.9 The revised plans still represent an over-development of the site. It is out of scale with its neighbours and inappropriate to the street. Concerns were raised to the internal arrangement of the flats.

Publicity And Site Notice

3.10 Four letters of objection have been received. In summary the objections raise the following concerns:

- reduction from 12 to 10 seems no different
- increase in rubbish in alleys
- increase in parking to the rear blocking access to garages and Wellington Street and other side streets
- concern over where construction vehicles will park
- increase in pollution and vermin in gardens
- loss of two good family homes
- additional noise from occupiers and also construction noise
- impact on light to neighbouring properties, overlooking of neighbouring properties and gardens arising from rear extension

4.0 APPRAISAL

4.1 Key Issues:

- Principle of increase in residential units and amenity of the units
- Impact of extension upon neighbouring residential amenity
- Design
- Impact upon highways
- Waste and recycling
- Crime and security
- Drainage
- Archaeology
- Land contamination

POLICY CONTEXT

4.2 The National Planning Policy Framework 2012 (NPPF) sets out the Government's overarching planning policies. At its heart is a presumption in favour of sustainable development. The framework states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

4.3 A principle set out in paragraph 17 is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

4.4 Paragraph 50 of the framework sets out the requirement for planning authorities to deliver a wide choice of high quality homes, by planning for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community, identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand and set policies to for meeting identified affordable housing need.

4.5 In the absence of a formally adopted Local Plan the most up-to date representation of key relevant policy issues is the NPPF and it is against this Framework that the application should be considered alongside other material considerations. Paragraph 14 of the NPPF says that at the heart of the NPPF is a presumption in favour of sustainable development for decision taking. This means that where the development plan is absent, silent or relevant policies are out-of-date granting planning permission 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; or specific policies indicate development should be restricted.

DEVELOPMENT CONTROL LOCAL PLAN (DCLP) 2005

4.6 City of York Council does not have a formally adopted Local Plan. Nevertheless The City of York Draft Local Plan Incorporating the Fourth Set of Changes Development Control Local Plan (Approved April 2005) was approved for Development Management purposes (the DCLP).

4.7 The 2005 Draft Local Plan (DCLP) does not form part of the statutory development plan for the purposes of S38 of the 1990 Act. Its policies are however considered to be capable of being material considerations in the determination of planning applications, where policies relevant to the application are consistent with those in the NPPF, although it is considered that their weight is limited.

4.8 Policy GP1 'Design' expects new development to respect or enhance the local environment in terms of density, layout, scale, mass and design and ensures that residents living nearby are not unduly affected by noise and disturbance.

4.9 Policy GP4a 'Sustainability' requires all development to have regard to the principles of sustainable development. GP4b 'Air Quality' are required to assess their impact on air quality. GP6 'Land Contamination' requires a preliminary assessment the potential for contamination.

4.10 Policy HE10 'Archaeology' states that where development involves disturbance of existing ground levels a field evaluation should be submitted that assesses the extent and importance of any archaeological remains and demonstrates that less than 5% of any archaeological deposits will be disturbed or destroyed.

4.11 Policy H8 'Conversions' states that planning permission will only be granted for the conversion of a dwelling to flats or multiple occupation where;

- the dwelling is of sufficient size (min 4 bedrooms),
- external alterations would not cause harm to the character or appearance of the building or area,
- adequate off and on street parking and cycle parking is incorporated,
- it would not create an adverse impact on neighbouring residential amenity particularly through noise disturbance or residential character of the area by virtue of the conversion alone or cumulatively with a concentration of such uses, and
- adequate provision is made for the storage and collection of refuse and recycling.

4.12 In addition, paragraph 7.52 of the DCLP 2005 states that there is potential for the number of dwellings in the City to be increased by the sensitive conversion of large dwellings, contributing to meeting housing need and ensure a continued life for properties.

4.13 Although it does not form part of an adopted Local Plan, the Council's Subdivision of Dwellings Supplementary Planning Document (SPD) is a useful guide where subdivision of dwelling is proposed. In Paragraph 1.8 it advises that the SPD aims to ensure that where the subdivision of dwellings are proposed, they:

- provide adequate internal space;
- are of a suitable layout;
- have acceptable amounts of internal and external storage space;
- have acceptable levels of facilities;
- do not have an adverse impact on the amenity of neighbouring residents;
- are designed and built to a high standard of sustainability

4.14 The Council's Strategic Housing Market Assessment (SHMA) June 2016 is also considered to be of relevance, which provides an assessment of future housing needs of different groups within the city of York.

EMERGING LOCAL PLAN

4.15 On 21 February 2018 the Publication Draft York Local Plan 2018 ("2018 Draft Plan") was published for the final six week consultation. The emerging Local Plan policies contained within the 2018 Draft Plan can only be afforded limited weight at this stage of its preparation, and subject to their conformity with the NPPF and the

level of outstanding objection to the policies in accordance with paragraph 216 of the NPPF. However, the evidence base underpinning the emerging Local Plan is capable of being a material consideration in the determination of planning applications..

4.16 Policy H3: Balancing the Housing Market will require proposals for residential development to balance the housing market by including a mix of types of housing, reflecting the diverse mix of need across the city.

4.17 A key design detail set out in Policy D1: Placemaking is that the density of a development should be appropriate for its proposed use and neighbouring context.

ASSESSMENT

PRINCIPLE OF CONVERSION

4.18 Barbican Road is located to the south east of the city, with access to the city centre and transport links. It is considered to be a sustainable location.

4.19 The application site relates to two terrace properties, the applicant advise that one (No. 25) is a House in Multiple Occupation with 6 tenants and the other (No. 26) a single family dwelling. There are no planning records for the use of No. 25 as HMO and this property is not on the Council's HMO database. As such, with no information to the contrary, this application will consider the property as a single family dwelling with four bedrooms on the first floors. No. 25 however contains three reception rooms on the ground floor and three bedrooms on the first floor. The applicant has confirmed that one of the ground floor rooms is and can be used as a bedroom. This is not at the expense to the number of reception rooms normally expected with a property of this size.

4.20 Objections have been raised relating to the loss of family sized dwellings. Not specifically raised but which were raised to the previous application is the concern that this area in particularly already has a high level of student population. The SHMA identifies that there is a need for a mix of house sizes across the City.

4.21 It is regrettable to lose two family dwellings, draft Local Plan Policy H8 does allow the sensitive conversion of family dwellings to flats or HMO's in order to contribute to housing need as identified by the SHMA. On balance, the loss of the two family dwellings is acceptable in principle meeting part of the criteria outlined in Policy H8 of the Council's draft Local Plan and subject to other relevant criteria.

4.22 The existing character of the area is primarily residential, with a number of properties having been split into flats. Council Tax records indicate that No's. 10, 11, 16, 17, 18, 19, 21, 24, 35 and 36 Barbican Road are flats. Flatted accommodation will be compatible with the existing character of the area.

AMENITY OF FUTURE OCCUPANTS

4.23 The previously refused application sought to provide 12 self contained flats, four flats on each floor. Whilst the ground and first floor flats were served by windows in the front or rear elevation, the top four flats took daylight and outlook from rooflights. This internal arrangement was considered to result in a poor standard of residential amenity and a restricted outlook.

4.24 The scheme has been revised with two flats on the top floor being removed. There also has been a reduction to the projection of the rear extension. This has resulted in the rear facing flats being reduced in size and the top floor flats being increased in size from the previous scheme.

Table 1.1 Room size and location

Flat No.	Location	Size (m ²) (as proposed)	Size (m ²) (previous scheme)	+/-	Flat No.	Location	Size (m ²) (as proposed)	Size (m ²) (previous scheme)	+/-
1	Ground	35.1	35.1		6	First	40.0	40	
2	Ground	40.5	40.5		7	First	36.0	44.7	-8.7
3	Ground	36.0	44.5	-8.5	8	First	40.9	53.9	-13
4	Ground	34.6	41.3	-6.7	9	Second	43.5*	32.7*	+10.8
5	First	41.4	41.4		10	Second	39.0*	33.5*	+5.5

*measured up to 1.5m headroom

4.25 Although it does not form part of an adopted Local Plan, the Subdivision of Dwellings SPD is a useful guide in ensuring a good standard of amenity for future occupants, as advocated by the NPPF. Paragraph 3.42 of the SPD expects attic rooms to be adequately lit with daylight and ventilated with openable windows and if skylights are the only form of windows, they need to be installed in a position where the occupants can look out and observe the surrounding environs. The living and sleeping areas have been positioned nearest to the rooflights within the roof slopes where they can benefit from natural daylight and ventilation.

4.26 The two flats on the second floor will maintain low headroom, due to the profile of the roofslope. These flats will be served by rooflights, 3 positioned on the front roof slope and the living areas for both flats positioned nearest to these roof lights to take advantage of daylight and outlook, which has not altered from the previous application. Further, in respect to Flat 9, following the increase in floorspace, the bedroom area has been moved away from the living area (and the area of low headroom), resulting in a less confined environment and the living area able to take full advantage of all the roof lights and the daylight and sunlight they provide.

4.27 The Government has made a policy decision to introduce a nationally described space standard, to replace any local standards, but has further stated that local planning authorities can only use that standard where they have a relevant current local plan policy. It is noted that paragraph 3.11 of the SPD advises that studio flats

should have a minimum 'habitable' floor space of 32.5 sqm; however the flat/room sizes within the SPD cannot be used when making a decision. It is noted that all the flats achieve this minimum standard including wardrobe space.

4.28 The flats located on the ground and first floors will have single aspect, with either an outlook to the front or rear of the site.

4.29 The application has been amended to take into account the previous reason for refusal. The revisions are considered to provide a greater habitable floorspace for the occupiers of the second floor which will benefit from the daylight and outlook taken from these rooflights. Whilst there has been a reduction to the size of some of the flats to the rear, they are considered to maintain an adequate standard of residential amenity.

4.30 The Public Protection team has not raised any objections to the application in regards to noise or air quality; it is noted that Barbican Road (the A19) is within the Air Quality Management Area, however the dwellings are not. Given that the A19 is a busy road accessing the city centre from the south, the dwellings are expected to be impacted by vehicular traffic noise and air quality. However, the site is a sustainable location, with access to the city centre and public transport links. Furthermore, there is no proposed change to the residential use of the application site. There will be limited car parking within the site and it is not considered that the additional residential flats would contribute or be impacted by existing air quality levels or noise levels that would justify refusal of the application.

4.31 The proposals have been revised following the reduction of the rear extension, indicating the two ground floor flats (Flat 3 and 4) will have their own private amenity space. Beyond that there will be a communal amenity area.

4.32 The application indicates that existing pedestrian access from Barbican Road and vehicular access from the rear alleyway will be retained and used in the same manner as present. As with the previous scheme, Flat No. 2 will have independent access from Barbican Road. There is also pedestrian access through to Wellington Street.

4.33 Therefore, it is considered that the proposal for the conversion of 10 flats is considered to provide adequate living conditions including sunlight, daylight, outlook, privacy and noise.

IMPACT OF EXTENSIONS UPON NEIGHBOURING RESIDENTIAL AMENITY

4.34 In addition to the conversion of the dwellings, the application involves an extension in the form of a three storey infill extension to the rear of both properties. This extension has been revised; its projection has been reduced 1.6m meaning that it terminates before the property on the northern side, number 24 Barbican Road. It

will be inline with the existing property, no. 27 on the southern side, as per the previous scheme. To the front, the existing bay windows will be continued to the first floor.

Overlooking

4.35 The infill will result in a reduced distance between neighbouring properties to the rear, on Willis Street. However as the extension has been reduced in projection, the distances to the rear elevation and properties on Willis St have been increased from the previous scheme. As previously considered, a sufficient distance in excess of over 25m will be retained to the properties on Willis St, avoiding any significant loss of privacy to rear of the site. Notably, the boundary wall of the application site is a high wall and garage door and will be retained.

4.36 The site overlooks Barbican Road and an area of vacant land beyond to the front. This land however has extant permission (Ref. No: 13/02135/FULM) for its redevelopment to provide a part 4/part 5 storey building comprising 175no. apartments and 1 no. 3 storey building comprising 12no. apartments. The report for this extant application advises that the most affected property would be No. 20 Barbican Road; however the buildings would be over 21m apart.

4.37 The previous scheme included side windows at ground and first floor levels these have been removed from the revised scheme. An additional window however is proposed in the side elevation serving the second floor corridor, on the boundary with No. 27 Barbican Road. This side window would overlook the pitched roofslope of the extension.

4.38 As such, given the distances to neighbouring properties and the height of the existing boundary wall, any additional windows are unlikely to increase levels of overlooking to this adjoining property and the objections on loss of privacy cannot be supported in this regards.

Overshadowing

4.39 The rear extension would be inline with the rear elevations of the neighbouring property at No. 27 Barbican Road, which is two storey. On the northern elevation the extension has been reduced and will now be set behind the rear elevation of the adjoining property at No. 24 Barbican Road. The relationship of the extension with the adjoining neighbouring properties is therefore not considered to be any worse than the previous scheme and further it is maintained that the extension, as proposed would not result in a significant level of overshadowing or oppressiveness to justify the refusal of the application.

Overdevelopment

4.40 The existing garden areas to both properties comprise of hardstanding and small areas of planting. There is an existing garage to No. 25, with a roller shutter door onto the rear alleyway. The plans indicate that the rear garden will provide parking for four vehicles and access and turning areas, cycle storage for 10 cycles and refuse and recycling storage areas, as well as two small private gardens for the two rear ground floor flats and a communal area. Concerns have been raised that the development will result in the overdevelopment of the site. It is considered that an adequate and useable amenity space (sufficient land for drying clothes and space that is suitable to sit out in) for the occupants of the flats will be provided. It is therefore considered that the development would not result in the overdevelopment of the application site.

DESIGN

4.41 The buildings are unlisted and located outside any conservation area. No. 25 is located at the end of the row of similar terraces (in appearance, scale and height) however it is noted that the property to the north No. 24 Barbican Road projects forward and varies in its style and appearance. There is generally a uniform appearance with no. 25 and 26 along Barbican Road. However, it would appear that No. 26 forms a pair with, and mirrors No. 27.

4.42 The reduction of the extent of the extension significantly reduces the level of massing when compared with the previous scheme. The extension remains contained primarily to the rear of the site and does not extend beyond the footprint of neighbouring properties to either side. To the rear, there is substantial boundary treatment, in the form of a roller shutter door and high brick wall, similar to other rear boundaries along the alleyway. The ridgeline of the main dwellings would not be increased and the rear extension would still be positioned 19m from the main public vantage point (the alleyway), and thus its impact is somewhat reduced. The massing to the rear is not considered to be of detriment of the appearance of the dwellinghouses or this row of terrace properties.

4.43 In terms of the appearance to the front, the alterations include the upward extension of the projecting bay windows, which would, on balance, reflect the style and architectural features of the original building and this row of terrace properties. Additionally, the front doors will be retained, which maintains the appearance of two terrace dwellings.

4.44 The extension will be constructed in brick to match the existing dwellings, along with the fenestration details reflecting the existing dwellings.

4.45 The extension proposed to the two terrace properties would result in an uncharacteristic extension, although given the reduction to the projection of the rear extension, on balance, it is considered that the extension and other alterations are considered to respect the local environment, in terms of scale, mass and design and accords with Policy GP1 in this regards. The revisions made to the scheme are considered to address the reason for refusal in this regard.

IMPACT UPON HIGHWAYS

4.46 A number of objections have been received citing that the proposed development will increase parking pressures in the area, which are already high.

4.47 The site is not located within a resident parking zone. In respect to off street car parking, 4 car parking spaces and 10 cycle parking spaces (1 per unit) are shown on the plans. The provision of the car parking would not be detrimental to the promotion of other environmental transport measures and would help to assist in alleviating on-street parking that are raised by objectors.

4.48 The site is a sustainable and city centre location, with an availability of public transport within a short distance providing frequent local services.

4.49 The alley to the rear of the site is currently used by properties in the street for rear vehicular access. There is concern that this will be used more intensively and result in the blocking of access to neighbouring properties. Both properties currently have access from this rear alley, with parking within the site. It is not considered that the application will be materially different from the existing arrangement, in terms of the current levels of parking on the site and manoeuvrability.

WASTE AND RECYCLING

4.50 The plans have been amended to provide dedicated and adequate space for the storage of refuse and recycling, addressing the waste officers concern that there was not enough space allocated for the number of properties. The provision of these facilities shall be secured by condition.

4.51 The waste officer has also raised concerns to the lack of detail in respect to who will be responsible for ensuring that the bins are placed on the street on collection day and returned. It is the responsibility of the occupiers/owners to ensure the bins are available on the street for collection. There are other environmental regulations and the Council has an environmental team who monitor refuse collections. In this respect, it is considered that a management plan solely related to waste and recycling facilitates for a development of this size would be too onerous.

CRIME AND SECURITY

4.52 The Police Designing out Crime officer previously reported in response to the previous application that within a 200m radius of the site, theft was the most significant issue. The Police DoC previously specified a number of recommendations including lighting for the car parking, cycle and waste storage areas, as well as target hardening and access control. The scale of the development within an existing residential area is of such a level where these could not be required through planning control, although it is envisaged that the applicant would ensure the development adopts best practice in crime and security and would appropriately manage the site.

DRAINAGE

4.53 As the site is in flood zone 1, it has a low risk of flooding. There is an existing area of hardstanding within the site. As such it is unlikely that the proposed development would increase the risk of flooding, within or surrounding the site. Plans have been submitted to show the proposed foul and surface water drainage and a condition can require the submission of details.

ARCHAEOLOGY

4.54 The application site lies within the Central Area of Archaeological Importance in an area which has produced significant archaeology dating to all periods. It is possible that groundworks associated with the extension may reveal or disturb archaeological layers. It will be necessary to record any revealed features and deposits through an archaeological watching brief on all groundworks. This can be achieved via a suitably worded condition.

LAND CONTAMINATION

4.55 The applicant has submitted a land contamination screening assessment stating that there is no known previous history of uses of land that could have the potential for contamination. Public protection officer has reviewed historic maps and note that a scrap metal merchant dating from 1959 was evident in the vicinity of the site. As such, a condition is recommended to ensure that if contamination is found, and remediation is necessary, then this is covered.

OTHER ISSUES

Construction traffic

5.56 An objector refers to the parking of construction vehicles within the rear alleyway. It is the responsibility of the applicant to ensure that construction vehicles do not cause an obstruction on the public highway and that they have adequate space/access to undertake the development. It is also likely that following the

demolition of the existing outbuildings, there would be adequate space within the site to park construction vehicles and any other machinery needed to undertake the development.

5.0 CONCLUSION

5.1 This revised application would result in a conversion of two family dwellings to 10 flats contributing to housing supply in accordance with draft Local Plan Policy H8 and the NPPF. It is considered that the amendments undertaken to the scheme will provide an adequate standard of residential amenity, with provision for car and cycle parking, waste storage and amenity areas within the site. The site is a sustainable location for residential uses, with access to the city centre through sustainable transport means and there is no risk of flooding.

5.2 The rear extension has been reduced in projection, which is considered to significantly reduce the resulting massing to the rear. There is also significant boundary treatment to the rear limiting the visual impact of the proposal. The alterations are considered to preserve the appearance of the two dwellings in the streetscene. The site is located outside any conservation area, and the whilst the extensions and alterations could be considered to be uncharacteristic, on balance, they are considered to respect the local environment, in terms of scale, mass and design. Furthermore, the extensions are considered to preserve the residential amenity of neighbouring occupiers, in terms of overlooking and overshadowing.

5.3 The proposal have been amended and the reduction in the projection of the rear extension with the addition of a reduction in the number of flats, the proposal is considered to accord with national guidance in the NPPF and the Draft Development Control Local Plan Policies subject to conditions.

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years

2 The development hereby permitted shall be carried out in accordance with the following plans:-

B166.02.10 rev E

B166.02.11 rev G

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 Development shall not commence until the applicant has secured the implementation of a programme of archaeological work (a watching brief on all ground

works by an approved archaeological unit) in accordance with a specification approved by the Local Planning Authority. This programme and the archaeological unit shall be approved in writing by the Local Planning Authority before development commences.

Reason: The site lies within an Area of Archaeological Importance and the development will affect important archaeological deposits which must be recorded during the construction programme.

4 HWAY19 Car and cycle parking laid out

5 The building hereby approved shall not be occupied until the waste and refuse storage areas have been provided as shown on approved plan B166.02.11 Rev G. The storage areas shall not be used for anything other than for the storage of waste and refuse and maintained and provided for the lifetime of the development.

Informative- you are advised that the following quantities are required:

5 x 360 litre bins for refuse
4 x 360 and 1 x 240 litre bins for recycling

Reason: To ensure that waste and recycling storage can be accommodated within the site.

6 LC4 Land contamination - unexpected contam

7 All construction and demolition works and ancillary operations, including deliveries to and dispatch from the site shall be confined to the following hours:

Monday to Friday	08.00 to 18.00
Saturday	09.00 to 13.00
Not at all on Sundays and Bank Holidays.	

Reason: To protect the residential amenity of local residents.

8 VISQ1 Matching materials

9 The building hereby approved shall not be occupied until scaled details (1:100) of the cycle parking storage area to accommodate 10 cycles has been submitted to and approved in writing by the Local Planning Authority.

Note- you are advised that based on two bicycles parked at a Sheffield stand, the minimum footprint should be 2m x 5m.

Reason: The plans currently do not show an adequate sized cycle storage area for

the level of cycle parking required and their provision will promote the use of cycles thereby reducing congestion on the adjacent roads.

10 DRAIN1 Submission of surface water drainage details

7.0 INFORMATIVES:

Notes to Applicant

1. STATEMENT OF THE COUNCIL`S POSITIVE AND PROACTIVE APPROACH

In considering the application, The Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraphs 186 and 187) and having taken account of all relevant national guidance and local policies, considers the proposal to be satisfactory. For this reason, no amendments were sought during the processing of the application, and it was not necessary to work with the applicant/agent in order to achieve a positive outcome.

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