

Planning Statement

(including Design & Access and Flood Risk)



2 Colyton Road, East Dulwich, SE22 0NE

December 2023

PD Planning UK Ltd, 2023

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1. Introduction

- 1.1. This Statement is submitted to support and provide the background and rationale to the planning application. It incorporates a consideration of relevant matters and demonstrates why the development is appropriate to the site and the surrounding area.

2. The Site and Context

- 2.1. The application property comprises a three storey, semi-detached Victorian villa sited on the southern side of Colyton Road, between the junctions of Forest Hill Road and Dovedale Road.



Figure 1 - Aerial view (Google Maps)

- 2.2. The property is of brick construction with a pitched, tiled roof. The building has a protruding outer element with front gable feature, which is mirrored in the adjoining half of the semi-detached pair.
- 2.3. The front elevation is rendered, incorporating mock-tudor detailing. It has an ornate wooden open porch to the front door, a single storey bay window, and a prominent gable feature to the main roof at second floor level, and a further gable above the first floor window.
- 2.4. The rear and side elevations are plain in comparison to the frontage, being finished in brick and with little architectural detailing. There is a single storey rear extension with tiled,

pitched roof on the outer rear corner of the building, and there is a prefabricated garage to the side of the building.



Figure 2 - The front elevation

- 2.5. The front garden accommodates paths and soft landscaping. To the western side of the frontage a hardstanding provides an off-street parking space to the front of the prefabricated garage. The front boundary comprises a 1m high decorative breeze block wall, with metal gates providing pedestrian and vehicular access.
- 2.6. The rear garden is flat and mainly laid to lawn, with mature shrubs and plants around the edges.
- 2.7. The property is in use as a single family dwellinghouse under Use Class C3(a), and despite the reference to a No.2 and a No.2a in the planning history, the property has not been divided into flats. Historically, the upper floors have been rented out to individuals living together as a single household with long-term "lodgers" living with the homeowner under a Class C3(c) use. Other than locks on some of the doors and the provision of electricity meters in some of the rooms sharing the same electricity and water supply, there is no evidence of this property having been converted into self-contained flats. The historic numbering of the property as No.2 and No.2a has been for postal and rental purposes.
- 2.8. No.3 Colyton Road is the adjoining half of the semi-detached pair and externally was a mirror image of the application property. However, the rear garden now accommodates a 2-bed single storey dwelling (planning permission 20/AP/1774), and planning permission 19/AP/1770 allows for the construction of a single storey rear extension and conversion of existing ground floor flat to create 3 no. self-contained flats. The first and second floors also appear to each accommodate a flat.

- 2.9. The surrounding area is residential in character, comprising of large semi-detached buildings on the southern side of the road, that face onto the open space of Peckham Rye park and common on the northern side of the road.
- 2.10. Colyton Road is a two-way, 20mph residential road with a pavement and street trees on both sides. It is subject to some traffic calming measures in the form of speed cushions. Adjacent the application property there are double yellow lines on both sides of the road that prevent on-street parking. The yellow lines extend from Forest Hill Road to the junction with Dovedale Road, beyond which there is unrestricted parking on both sides of the road.
- 2.11. The property is not within a Conservation Area, it is not subject to a local Article 4 Direction, and it is not a Listed Building or near a Listed Building.

3. Relevant Planning History

- 3.1. The property has the following relevant planning history:
 - 22/AP/0925 - In 2022, planning permission was granted for the construction of a single storey ground floor side and rear extension. This has yet to be implemented.
 - 22/AP/1065 - In 2022, Prior Approval was granted for the construction of a ground floor rear extension. This has yet to be implemented.
 - 22/AP/2945 - In 2022, planning permission was granted for the demolition of the existing one storey rear addition and the erection of a new three storey rear extension. This has yet to be implemented.
 - 22/AP/3800 - In 2022, planning permission was granted for the construction of a loft extension including two new roof lights to existing pitched roof on front elevation. This has yet to be implemented.
- 3.2. It is also relevant to note the planning history of the adjoining property, No.3 Colyton Road:
 - 19/AP/1770 - In September 2020, planning permission was granted for the demolition of existing shed to rear and construction of single storey rear extension. Conversion of existing ground floor flat to create 3no. self-contained flats.
 - 20/AP/1774 - In September 2020, planning permission was granted for the demolition of existing garden shed and erection of new 2 bedroom single storey dwelling house with roof accommodation, together with new site boundary wall and associated works. This has been implemented.

4. The Proposal

- 4.1. This application seeks planning permission for alterations and extensions, and the conversion of the house into 6 no. flats, together with associated bin and cycle stores, amenity space and landscaping, and the retention of the existing parking space.
- 4.2. The submitted plans detail the form and layout of the proposed development. The proposal combines the previous consents for enlargement and extensions to the property to enable its conversion. These extant proposals are therefore material to the consideration of this application.
- 4.3. The ground floor rear extensions will extend to the same 6m and 7.2m depths as that previously approved. The three storey rear extension and roof extension will retain the same form as that previously approved.
- 4.4. A single storey side extension will extend to the rear alongside the previously approved extensions. The side extension will be recessed 300mm from the front elevation and have a flat roof. It will retain a 1.5m wide path alongside it to provide access to the communal rear garden.
- 4.5. Within the existing roof, 3 no. rooflight windows are proposed in the front facing roofslope and 1 no. rooflight window is proposed in the western side facing roofslope, with a rear dormer window being provided in accordance with the previously approved scheme.
- 4.6. All flats will be accessed through the retained porch and front door to the property with inside doors providing access to the individual flats from a communal hallway and staircase.
- 4.7. The ground floor will provide a 66m² two-bed (3-person) flat and 2 no. 55-57m² one-bed (2-person) flats. The first floor will provide 2 no. 53m² one-bed (2 person) flats and the second floor will provide a 93m² three-bed (5 person) flat.
- 4.8. A 1.5m wide pedestrian path will be retained alongside the western boundary to enable access to a rear communal garden and cycle store. The rear ground floor flats will also have private amenity space directly accessible from their living accommodation.
- 4.9. The front garden will be landscaped and permeable paving installed, incorporating bin storage facilities and a cycle store. Additional cycle parking provision will also be provided within the rear garden.
- 4.10. The existing parking space will be retained for the benefit of the ground floor frontage flat.

5. Main Planning Considerations

- 5.1. The main planning considerations are addressed below, in the context of the 2023¹ National Planning Policy Framework (NPPF), the 2021 London Plan (LP), and the 2022 Southwark Plan (SP).

Residential Conversion, Housing Need & Housing Mix

- 5.2. The NPPF applies a presumption in favour of sustainable development, with an emphasis on significantly boosting the supply of new homes. Paragraph 60 confirms that *"it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay"*. Paragraph 70 confirms that *"Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly"*. LPA's are required to a) accommodate at least 10% of their housing requirement on sites no larger than one hectare and d) support the development of windfall sites through their decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.
- 5.3. NPPF Paragraph 124(e) requires planning decisions to *"support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene..."*
- 5.4. NPPF Paragraph 123 states that *"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions"*. Paragraph 124(d) states that planning decisions should *"promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively"*.
- 5.5. LP Policy H2 acknowledges the contribution that "small sites" make to housing delivery and the local economy. The supporting justification in paragraph 4.2.1 states *"For London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority."* Furthermore, the supporting justification to LP Policy H2 in paragraph 4.2.4 confirms that the incremental intensification of existing residential areas is important in contributing towards housing targets for small sites, and that conversion schemes such as that proposed here, should generally be supported where they provide well-designed additional housing to meet London's needs.

¹ NPPF as updated 19th December 2023 in response to the Levelling-up and Regeneration Bill

- 5.6. LP Table 4.2 confirms that the small sites minimum target for the LB Southwark is 6,010 (net housing completions) between 2020 and 2029. This proposal is clearly an important small windfall site that will contribute to meeting the strategic priorities of the LP.
- 5.7. LP Policy H2 Paragraph 4.2.4 confirms that the incremental intensification of existing residential areas (within PTAL's 3-6 or within 800m distance of a station) is expected to play an important role in contribution towards housing targets for small sites. *"This can take a number of forms, such as: new build, infill development, residential conversions, redevelopment or extension of existing buildings, including non-residential buildings and residential garages, where this results in net additional housing provision. These developments should generally be supported where they provide well-designed additional housing to meet London's needs"*. This site is in a position to support residential intensification in accordance with the LP.
- 5.8. SP Policies seek to provide "Homes for all" in order to provide a choice of housing for people in socially balanced and inclusive communities. SP Policy P3 does not permit the sub-division of a single dwelling of 130 sqm or less. This house is greater than 130 sqm and does not therefore fall to be protected. Moreover, the proposed flats will be of a suitable standard to accommodate families.
- 5.9. This site can be considered to be an important "windfall", small site that will contribute to local housing need by providing 6 flats of varying sizes to support a balanced and mixed community, suitable to local needs. The principle of a flat conversion is appropriate and consistent with the other flat conversions in the road, and further supported by the presumption in favour of sustainable development of new homes.

Design and Appearance

- 5.10. NPPF Section 12 and LP Policies D3 and D4 emphasise the need for high quality design which contributes positively to local character. SP Policies P13, P14, P15, and P16 require development to be of a high quality and respect the character and appearance of existing areas.
- 5.11. The rear and roof extensions and alterations align with that previously approved and must therefore be considered acceptable in terms of their design and appearance. The single storey side extension will in part replace the existing garage, and it will be recessed from the front elevation and completed in materials to match the original house, thereby being of an appropriate form and appearance.
- 5.12. The development will therefore complement its surroundings, and respect and re-enforce the local character of the area. It is a well-designed sustainable development, retaining and enhancing existing building and providing new housing suitable to the surrounding context.

Housing Quality, Standards and Accessibility

- 5.13. NPPF Section 12 and LP Policies D3 and D6 seek high quality design and adequately sized rooms with comfortable and functional layouts. LP Table 3.1 sets out key qualitative aspects in the design of housing developments. SP Policies P13, P14 and P15 express similar objectives and standards.
- 5.14. The flats will comply with the requirements of these policies and the nationally described space standards within the DCLG's document "Technical Housing Standards" (March 2015).
- 5.15. The flats are mostly dual aspect and all will receive adequate levels of light, outlook and aspect. The size, layout and orientation of rooms, and the internal fit-out specifications will enable a good standard of accommodation for the needs of the future occupants.
- 5.16. The two ground floor rear flats will each have an area of directly accessible amenity space at the rear, beyond which will be a communal amenity space and a bike store available for all residents, accessed by the pathway to the western side of the building.
- 5.17. To enable and encourage occupants to recycle their waste, internal storage will be provided within each kitchen for the separation of recyclable materials from other waste. External waste storage facilities will be provided the front of the property, as per the arrangements for other properties in the road.
- 5.18. The proposal will therefore provide a good standard of accommodation for the lifetime needs of future residents.

The Impact on Neighbouring Properties

- 5.19. NPPF Paragraph 191 states that new development should be appropriate for its location and take into account the likely effects of pollution on health and living conditions. SP Policies P14, P15 and P56 seek to protect the amenity of the occupiers of adjoining buildings, and to not result in direct overlooking of habitable rooms or private outdoor space, or result in any significant loss of sunlight or daylight.
- 5.20. The proposed rear and roof extensions are the same as previously approved, and accordingly they must be acceptable in respect of their impact on the neighbouring properties. The single storey side extension will also be satisfactory in respect of its impact on the neighbouring property, being single storey and inset 1.5m in from the side boundary.
- 5.21. All ground floor window openings will be suitably positioned and of a form to prevent overlooking and loss of privacy. Across all floors, windows to bathrooms and non-habitable rooms or secondary windows will be obscure glazed and fixed shut up 1.7m above floor level.
- 5.22. The conversion works will incorporate sound and thermal insulation measures in accordance with the Building Regulations to ensure that noise between the flats and the neighbours will be minimised.

- 5.23. The construction of the development may cause disturbance to neighbours, as is always the case in construction work. However, disturbance will be minimised through the provision and implementation of a Construction Management Plan and by adhering to the Considerate Constructor’s Scheme.
- 5.24. Accordingly the proposal will exhibit a satisfactory relationship with the neighbouring properties and no harm to local amenities will result.

Parking, Servicing and Highway Safety

- 5.25. NPPF Paragraph 115 states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 5.26. LP Policy T6 requires car parking to be restricted in line with public transport accessibility. LP Policy T6.1 and LP Table 10.3 confirm the maximum residential parking standards that should be permitted. SP Policy P50 expresses similar sentiments to minimise the demand for private car journeys and ensure safe and efficient operation of the local road network, and SP Policies P51, P52 and P53 encourage walking and cycling. SP Policy 54 relates to car parking provision and clarifies the need to adhere to residential car parking standards.
- 5.27. The accessibility to public transport from the site is calculated with Transport for London’s WebCAT (Web-based Connectivity Assessment Toolkit). This uses a “Public Transport Accessibility Level” rating (PTAL) to measure locations by distance from frequent public transport services. A PTAL level of 1 is low and a PTAL level of 6 is high.

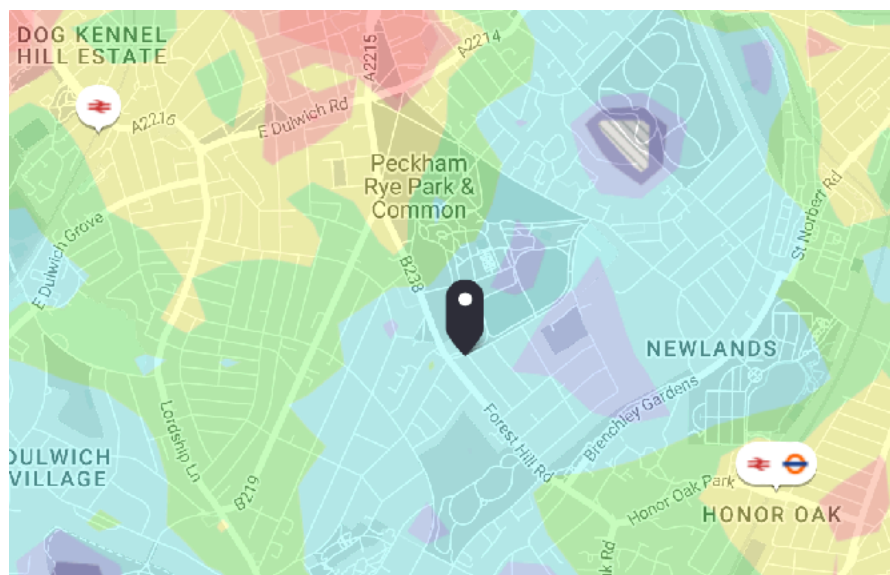


Figure 3 - Public Transport Accessibility Levels
 (TfL WebCAT and Google)
 (Pin point marks the site, red shading PTAL 6, orange PTAL 5,
 yellow PTAL 4, green PTAL 3, blue PTAL 2, purple PTAL 1 etc.)

- 5.28. The site has a PTAL rating of 2 which indicates below average connectivity to the public transport network in comparison to other parts of London. However, the time taken from the surrounding area to travel to or from the site (as indicated in the TIM map below) shows that the site is within 20 minutes of Honor Oak and East Dulwich railway stations, and within walking distance of local amenities in East Dulwich and Peckham.
- 5.29. SP Policy AV.14 acknowledges that the Peckham area is accessible by rail, with many bus routes, and that it is very accessible for walking and cycling. The application site being within walking distance of Peckham can therefore be said to be well connected to the local road network in an established residential area with good access to local services and amenities, including education and healthcare facilities, and parks and open spaces. The property is therefore appropriate for sustainable residential development and intensification. It is also an appropriate location where future occupants will not need to have a car to rely on their everyday needs.

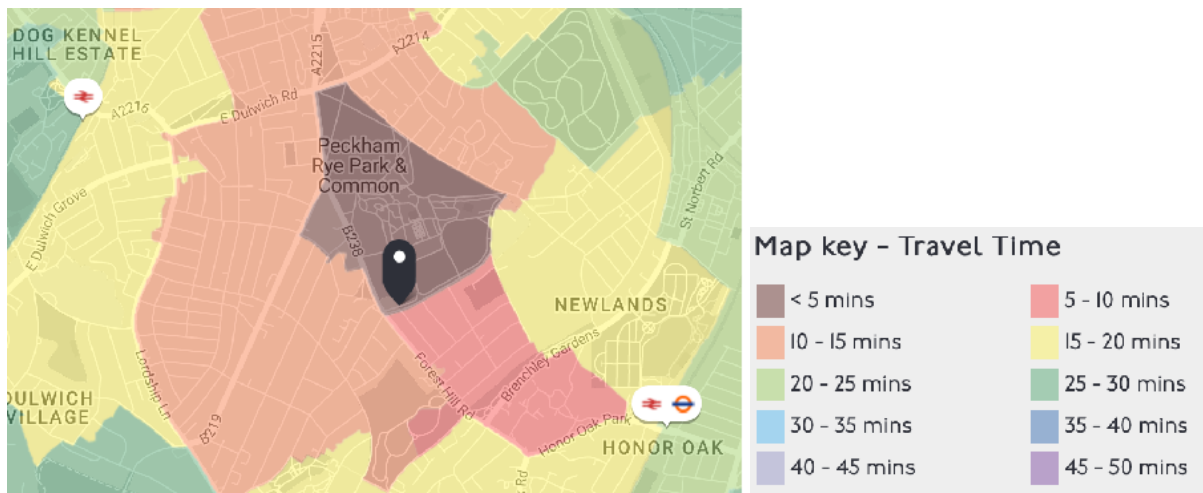


Figure 4 - TIM map (TfL and Google)

Black marker shows the approximate location of the site, shading shows the time taken to reach surrounding areas by walking, cycling or public transport.

- 5.30. LP Table 10.3 confirms the number of car parking spaces required in relation to the PTAL rating of the site, repeated in SP Policy 54. In a PTAL 2 area of an Inner London Borough, up to 0.5 car parking spaces can be provided per unit. The maximum number of car parking spaces allowed for this development is therefore 3.5 spaces.
- 5.31. In this instance it is neither practicable nor desirable to provide 3 off-street parking spaces, and it is therefore the intention that the existing parking space and dropped kerb will be retained. The space will meet the standards to facilitate parking for those with disabilities, and an Electric Vehicle Charging Point (EVCP) will be installed adjacent to the space.

Table 10.3 - Maximum residential parking standards

| Location | Number of beds | Maximum parking provision* |
|--|----------------|--------------------------------|
| Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4 | All | Car free~ |
| Inner London PTAL 3 | All | Up to 0.25 spaces per dwelling |
| Inner London PTAL 2 Outer London Opportunity Areas | All | Up to 0.5 spaces per dwelling |
| Inner London PTAL 0 – 1 | All | Up to 0.75 spaces per dwelling |

Figure 5 - LP Table 10.3 - Maximum residential parking standards

- 5.32. The waste generation arising from the flat conversion will not significantly add to the amount of waste generated by its current use as house with up to six residents living together as a single household. Waste collection facilities will nevertheless be provided to the front of the building within its curtilage, consistent with the arrangements for most of the properties in the street. The refuse store can be secured by means of a condition on the planning permission to accommodate the Council’s waste collection requirements (per unit) of 140 litre landfill, 120 litre co-mingled recycling, 120 litre paper recycling and 23 litre food recycling. There will also be space on within the front garden for the provision of the occasional bulky waste collection.
- 5.33. Secure and covered cycle storage will be provided in both the front and rear gardens, capable of accommodation the number of cycles required by LP Policy T5 and LP Table 10.2. This can also be secured by means of a condition on the planning permission.
- 5.34. The car and cycle parking, and servicing provision, is commensurate with the scale and nature of the proposal in this location. This proposal will not have an unacceptable impact on highway safety, and the cumulative impact on the road network will not be severe. Accordingly, as confirmed by the NPPF, this development cannot be refused on highways grounds.

Biodiversity, Ecology and Landscaping

- 5.35. NPPF Section 15 considers the conservation and enhancement of the natural environment. SP Policies P59 and P60 consider green infrastructure, biodiversity, and trees.
- 5.36. The managed front and rear gardens do not provide any significant or notable nature conservation, ecological or landscape value. However the proposed side extension will incorporate a green biodiverse roofs that will have positive effect on ecology and biodiversity.



- 5.37. The proposed landscaping of the site will also seek to enhance the ecological and biodiversity value of the site through the protection of existing trees and hedges where possible, and by including the provision of native plants that are appropriate to the soil conditions, and the provision of bat, bird and bug boxes and wildlife friendly boundary treatments. All hard landscaping will be constructed with permeable materials in accordance with sustainable urban drainage principles, and any external lighting will be designed to minimise light spillage and pollution.

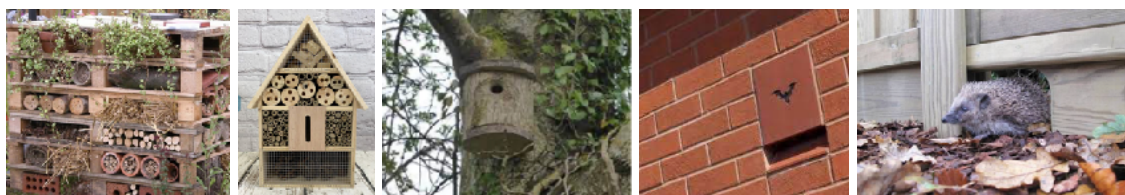


Figure 6 - Bug hotels, bird and bat boxes and hedgehog friendly fencing

Sustainability and Energy Efficiency

- 5.38. NPPF Paragraphs 158-164 support the transition to a low carbon future. LP Chapter 9 includes policies and guidance relating to climate change and sustainable development. This includes LP Policy SI1 relating to improving air quality, LP Policy SI2 that seeks to minimise greenhouse gas emissions, LP Policy SI5 to minimise water usage, and LP Policy SI7 to reduce waste and support the circular economy. LP Policy SI2 seeks to ensure flood risk management and LP Policy SI13 relates to sustainable drainage. SP Policies P56 to P70 further re-enforce Southwark Council's similar "climate emergency" approach to the environment and climate change.
- 5.39. The development will be constructed in accordance with these environmental and sustainability objectives. This will include the sourcing of appropriate construction materials and sustainable construction techniques using circular economy principles. The building will be constructed to minimise CO² emissions through application of the Mayor's energy hierarchy to achieve at least a 19% reduction in emissions compared to the 2013 Building Regulations.
- 5.40. The flats will each be fitted with a water meter, and will incorporate water saving and efficiency measures that comply with the upper level of performance of Regulation 36(2)(b) in Part G 2 of the Building Regulations. This will assist in reducing water consumption to a maximum of 110 litres of water per person per day, and this can be secured, if necessary, by means of a condition.
- 5.41. These measures can be secured by planning conditions to ensure that the development is sustainable and energy and water efficient, and in accordance with the NPPF, LP Policy 5.2 and SP policies.

Flood Risk and Sustainable Drainage

- 5.42. NPPF Paragraphs 173-175 refer to flood risk and the need to ensure development is not placed in areas at risk of flooding, and that new development does not increase flood risk elsewhere. LP Policy S12 seeks to ensure flood risk management and LP Policy S13 relates to sustainable drainage. SP Policies P67 and P68 seek to reduce water use and flood risk.
- 5.43. The site is within a Flood Zone 1 ² with a very low probability of flooding and a less than a 1 in 1000 annual probability of flooding occurring from the sea or any rivers. A property within a Flood Zone 1 area is suitable for residential use and residential intensification.
- 5.44. The Environment Agency’s Surface Water Flood (SWF) Map assesses flooding scenarios as a result of rainfall and the chance of flooding from surface water occurring in any given year. The SWF Map shows that the building is unlikely to be affected by flooding from surface water. The rear garden is at low risk of some surface water flooding as a result of the slope of the land. However, there have not been any recorded instances of any significant flooding events at the property or in the local area.

● High ● Medium ● Low ○ Very low

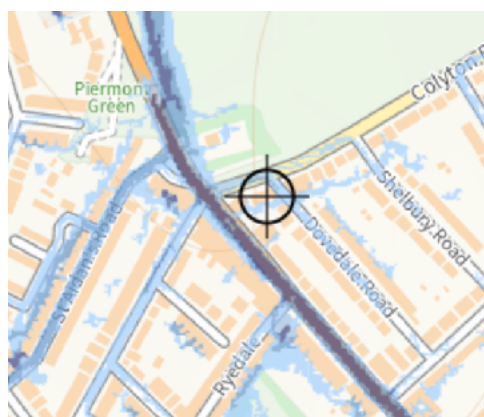


Figure 7 - Extent of flood risk from surface water
(Environment Agency Flood Risk Mapping)

- 5.45. NPPF Guidance ³ confirms that minor developments are unlikely to raise significant flood risk issues unless they would:
 - 💧 have an adverse effect on a watercourse, floodplain or its flood defences;
 - 💧 would impede access to flood defence and management facilities; or
 - 💧 where the cumulative impact of such developments would have a significant effect on local flood storage capacity or flood flows.

² Environment Agency Flood Map for Planning 2023

³ NPPF Planning Practice Guidance on Flood Risk and Coastal Change, Paragraph 047, 15/04/2015.

- 5.46. The proposal accords with this guidance and will not raise any flood risk issues. It is by definition a minor development and the existing residential building already feeds into the drainage system.
- 5.47. Drainage provision within the new development will be in accordance with the requirements of Part H of the Building Regulations (Drainage and Waste Disposal). Surface water drainage will incorporate a sustainable urban drainage system (SuDS) to manage surface water runoff as close to its source as possible in line with the Mayor's surface water drainage hierarchy.
- 5.48. The above measures can be secured by means of a planning condition to ensure that the development will comply with national and local flood risk policies. There are however no flood risks or potential for significant impact in surface water run-off associated with this development and no specific mitigation measures are required.

Air Quality

- 5.49. NPPF Paragraphs 109, 180 and 192 support the need to improve air quality. LP Policy S11 seeks to ensure that new development is air quality neutral meaning that development should not contribute to air pollution beyond allowable benchmarks. The LP Air Quality Neutral Consultation Draft Guidance (November 2021) suggests that all planning applications should, unless specifically excluded, be accompanied by an Air Quality Neutral assessment in the context of Building Emissions and Transport Emissions arising from the development.
- 5.50. The LP Guidance confirms that "minor" developments are not required to provide a full air quality assessment. This proposal is a minor development in the context of this guidance, and accordingly an air quality assessment is not required.
- 5.51. Where minor developments include new heating systems it is assumed to meet the Building Emissions Benchmark (BEB) if:
- the new heating system is a heat pump or other zero emission heat source;
 - the new heating system is a gas boiler with NO_x emissions rated at less than 40 mg/kWh;
 - the development is connecting to an existing heat network.
- 5.52. The flats will each be fitted a new heating system and a gas boiler with NO_x emissions rated at less than 40 mg/kWh. The development will therefore meet the BEB.
- 5.53. Where minor developments include new parking they they can be assumed to meet the Transport Emissions Benchmark (TEB) if the maximum parking standards set out in LP Policies T6 and T6.1 to T6.5 are not exceeded. The proposal retains the existing parking space in accordance with the maximum parking standards, and it will therefore help in a reduction in emissions to comply with the TEB.
- 5.54. These requirements can if necessary be secured by planning condition, to ensure that the development is air quality neutral and in compliance with LP Policy S11.

6. Conclusion

- 6.1. The proposed development is in a sustainable location and will make an appropriate contribution to the provision and mix of the Borough's housing stock. The size and form of the flats are appropriate to the building and its location, and will provide a suitable standard of accommodation for the lifetime needs of the future occupants.
- 6.2. The proposal will have no adverse impact on the character and appearance of the building or the streetscene. There will be no adverse impact on the amenities of the adjoining occupiers. There will be no adverse impact on parking demand, pedestrian or highway safety.
- 6.3. It is therefore respectfully requested that planning permission be granted, subject to appropriate conditions as may be deemed necessary.

end.