

**PLANNING APPLICATION FOR ERECTION OF 2X 3
BEDROOM DETACHED DWELLINGS AND
PROVISION OF ACCESS, PARKING, AND BIN
STORE**

**PLANNING, DESIGN AND ACCESS,
AFFORDABLE HOUSING, AND AIR
QUALITY STATEMENT**

4 COPSE AVENUE, READING, RG4 6LX

ON BEHALF OF MR N PATEL

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

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1. INTRODUCTION

- 1.1 This statement is submitted in support of a planning application for the proposed erection of 2 detached dwellings at number 4 Copse Avenue, Reading.
- 1.2 This statement will cover the background to the application and provide the necessary information to enable its determination by officers at the Council. It will summarise the relevant planning policies and assess the proposal in light of these policies. The conclusion reached is that national planning policies and the Development Plan support the grant of permission.
- 1.3 In addition to this planning statement, the application is accompanied by the appropriate planning application forms and ownership certificate, duly signed and completed, and the following plans and documents:
 - Layout
 - House Pack
 - Site Location Plan
 - Existing Elevations of Existing Dwelling
 - Existing and Proposed Plans of Dwelling Plans
 - Proposed Elevations of Existing Dwelling
 - CIL Form
 - Delivery Vehicle Tracking Diagram
- 1.4 Payment of £924 which forms the relevant planning application fee will be sent to the Council under separate cover.

2. SITE LOCATION AND DESCRIPTION

- 2.1 Number 4 Copse Avenue is a detached chalet bungalow located at the end of a cul-de-sac. The property has an attached single storey garage, and a large private rear garden located to the west of the property which adjoins residential development in Overton Drive.
- 2.2 The surrounding area is residential, with gardens of the Henley Road properties to the south backing onto the length of the south of the site. The Henley Road properties are a mix of single, 1½ and two storey heights, whilst the Overton Drive properties are 2 to 2½ storeys in both detached and semi-detached layouts.

3. PROPOSAL

- 3.1 Regarding the requirements of Circular 01/2006 in respect of Design and Access Statements, the proposal is described as follows:

Use and Amount

- 3.2 The proposal is the construction of a pair of 3-bedroom detached dwellings.

Layout and Scale

- 3.3 The proposed dwellings would be sited to the west of number 4 and would be oriented in an east-west direction facing towards the existing dwelling. Rear gardens would extend to the west in their current linear arrangement toward Overton Drive.
- 3.4 The proposed dwelling on Plot 1 is set further back into the plot than the proposed dwelling on Plot 2, as this allows for sufficient hardstanding to be provided to the front of the houses.
- 3.5 The development would be 2 storeys in height, and would reflect the scale proportions of the other properties nearby, as depicted in Appendix 2.
- 3.6 Internally, the accommodation has been laid out to maximise the internal space and light afforded, with full length patio doors to maximise daylight into the room, and an open plan layout to maximise internal circulation space, and light into the room. The bathroom window is proposed on the side elevation to provide natural light, whilst being obscurely glazed for privacy purposes to both the host dwelling and the adjacent properties in Copse Avenue.
- 3.7 Externally, the dwellings would benefit from a significant plot size, with long rear gardens to the west. The amenity space would be ample for the proposed dwellings.

Landscaping

- 3.8 The property boundaries would be screened with 1.8m close board fencing which would reflect the use of similar materials elsewhere in the street scene, and the existing site boundaries, whilst providing security and screening to the private rear garden space. The submitted site plan shows that the siting of the dwellings

allows for soft landscaping to be introduced to the front, side and rear garden in the form of select native planting and trees.

Appearance

- 3.9 The character of the area is residential, featuring housing of varying design and appearance. The proposed dwellings utilise materials such as brick and dark tiled roof which is a feature of the surrounding dwellings. Materials can be controlled by condition to ensure they complemented the colour of materials of the adjacent dwellings.

Parking and Access

- 3.10 An altered access in a similar position to the existing which serves 4 Copse Avenue will be provided. It will allow suitable access to the new houses, and provide each dwelling with a total of two car parking spaces. A refuse store is provided to the front, allow collection from the road. A turning head will be created to allow turning for cars and delivery vehicles.

4. RELEVANT PLANNING HISTORY

- 4.1 There are two previous applications on the site, both of which are very relevant to this proposal. Application 170691 was for the erection of 2x 4-bedroom detached dwellings, access and parking, and was refused on the 19th October 2017. The decision notice can be found at Appendix 1. Application 170691 was appealed, under appeal reference APP/E0345/W/17/3191047. This appeal was dismissed on the 6th July 2018. The Inspector's Report can be found at Appendix 6. The reasons for refusal were:

The proposed dwellings by virtue of their design, height, bulk and roof form would appear incongruous and out of keeping with the character of the surrounding area which contains chalet bungalow style dwellings, and would result in a detrimental impact on the existing character of the area. The proposal is therefore contrary to Policy CS7 (Design and the Public Realm) of the Reading Borough LDF Core Strategy 2008 and Policy DM11 (Development of Private Residential Gardens) of the Reading Borough LDF Sites and Detailed Policies Document 2012.

The cumulative impact of the reduced plot size and garden area shown retained for No 4 Copse Avenue and the proximity of the new development in the form of hardstanding to this existing dwelling is considered to result in a cramped form of development within the site which is not in keeping with the pattern of existing built form and spaces that characterises the surrounding area. The proposal is therefore contrary to Policy CS7 (Design and the Public Realm) of the Reading Borough LDF Core Strategy 2008 and Policy DM11 (Development of Private Residential Gardens) of the Reading Borough LDF Sites and Detailed Policies Document 2012.

The proposed development does not comply with the Local Planning Authority's standards in respect of servicing and may result in a detrimental impact on highway safety and as a result is in conflict with Policy CS20 of the Reading Borough LDF Core Strategy 2008 and Policy DM12 (Access, Traffic and Highways Related Matters) of the Reading Borough LDF Sites and Detailed Policies Document 2012.

The applicant due to the lack of submission of a tree survey has failed to demonstrate that the development would be able to retain existing trees

within and directly adjacent to the site without causing them undue harm, risking their loss. The proposal is therefore considered to be contrary to Policies CS7 (Design and the Public Realm) and CS38 (Trees, Hedges and Woodlands) of the Reading Borough LDF Core Strategy 2008 and Policy DM11 (Development of Private Residential Gardens) of the Reading Borough LDF Sites and Detailed Policies Document 2012.

In the absence of a completed legal agreement to secure an acceptable contribution towards the provision of Affordable Housing, either on- site, off-site elsewhere within the borough or a suitable financial contribution, as appropriate, the proposal fails to contribute adequately to the housing needs of Reading Borough, contrary to policy CS9 (Infrastructure, Services, Resources and Amenities) of the Reading Borough LDF Core Strategy 2008 (Altered 2015), policies DM3 (Infrastructure Planning) and DM6 (Affordable Housing) of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015) and the Council's Adopted Affordable Housing Supplementary Planning Document 2013.

- 4.2 The Inspector raised a number of points within his report. The most relevant are summarised below:
- 4.3 In Paragraph 6 the Inspector states that *"Local distinctiveness in Copse Avenue is largely derived from the mixture of chalet bungalows with steep pitched roofs of varying orientation and degrees of alteration/extension, as well as from the two storey dwellings with pitched roofs and gables expressed to the road."*
- 4.4 In Paragraph 7, the Inspector states that *"I accept that part of the two storey hipped roof form of No 1 Copse End is also visible from the turning head to the side and rear of No 8 Copse Avenue. However, whilst I am unconvinced that the varying designs sit comfortably together, No 1 does at least incorporate gable features within the overall hipped roof form which does aid integration with the street scene. The dwellings at Overton Drive also largely incorporate gable features."*
- 4.5 In Paragraph 9, the Inspector states that: *"The appellant states that the dwellings would have height and mass which is compatible with the general building height in the surrounding area. However, no evidence, such as comparative elevations, is provided to demonstrate this. Whilst there are two and a half storey dwellings*

in Overton Drive, the predominant scale in the area is two storeys. In contrast, the appeal proposal would appear more akin to a three storey scale. Even with the reduced ridge heights and removal of the dormers, the designs would appear top heavy as the height from eaves level would not be too dissimilar to the height of the main elevations. Moreover, the shape of the roofs would not tie in with features which contribute to creating local distinctiveness and the orientation would have the effect of emphasising the overall massing of the roof form, which would not be materially reduced by the limited hipped design."

- 4.6 In Paragraph 16, the Inspector states that: *"In overall terms I am not therefore convinced that any harm arising from the proposed layout would be sufficient to warrant withholding planning permission. However, this does add to my concern that the design and height of the proposed dwellings would be incongruous and result in unacceptable harm to the character and appearance of the area, contrary to Reading Borough Local Development Framework Core Strategy (CS) Policy CS7 and Reading Borough Local Development Framework Sites and Detailed Policies Document (SDPD) Policy DM11. These policies state, amongst other matters, that all development must be of high design quality that maintains and enhances the character and appearance of the area in which it is located and that the various components of development form, including scale, height and massing and architectural detail will be assessed to ensure that the development proposed makes a positive contribution to urban design objectives, including character."*
- 4.7 In Paragraph 17, the Inspector states that: *"I share the appellant's concern regarding the lack of clarity within the Council's third reason for refusal in terms of what standards would be breached. Nevertheless, as I have highlighted, the proposed layout for the parking and access appears to be fairly tight and no tracking diagram has been provided to show how a small delivery vehicle would be able to enter the site and turn around and leave in forward gear. I recognise that only two additional dwellings would be created but the Highway Authority highlight that they would be 46m from where a vehicle would be able to undertake a suitable turning manoeuvre with a section of this being a shared surface with a tight bend restricting forward visibility. This figure is not specifically disputed by the appellant."*

- 4.8 In Paragraph 23, the Inspector states that: *"However, although vehicular movements and speeds along Copse Ave are low, the proposal is likely to result in increased reversing movements, partly within a shared surface, in potential conflict with pedestrians, cyclists as well as vehicles. I therefore conclude that the proposal would be harmful to highway safety, contrary to SDPD Policy DM12 and CS Policy CS20. Although Policy DM12 does not contain a specific requirement for turning facilities to be provided, it does state, amongst other matters, that development will only be permitted where the proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists."*
- 4.9 In Paragraph 29, the Inspector states that: *"In this respect I can conclude, on balance, that I have sufficient evidence to confirm that a financial contribution towards affordable housing is required to make the development acceptable in planning terms, and that the need satisfies the other tests of Regulation 122(2) of the CIL Regulations. Therefore, subject to the precise contribution equating to 5% of the GDV, the proposal would comply with SDPD Policy DM6 and the Council's Affordable Housing SPD."*
- 4.10 Application 171294 was a revision of application 170691, for the erection of 2x 3 bedroom detached dwellings, access and parking, and was refused on the 9th April 2018. The decision notice can be found at Appendix 4. The reasons for refusal were:

The proposed dwellings by virtue of their design, height, bulk and roof form would appear incongruous and out of keeping with the character of the surrounding area which contains chalet bungalow style dwellings, and would result in a detrimental impact on the existing character of the area. The proposal is therefore contrary to Policy CS7 (Design and the Public Realm) of the Reading Borough LDF Core Strategy 2008 and Policy DM11 (Development of Private Residential Gardens) of the Reading Borough LDF Sites and Detailed Policies Document 2012.

The cumulative impact of the reduced plot size and garden area shown retained for No 4 Copse Avenue and the proximity of the new development in the form of hardstanding to this existing dwelling is considered to result in a cramped form of development within the site which is not in keeping

with the pattern of existing built form and spaces that characterises the surrounding area. The proposal is therefore contrary to Policy CS7 (Design and the Public Realm) of the Reading Borough LDF Core Strategy 2008 and Policy DM11 (Development of Private Residential Gardens) of the Reading Borough LDF Sites and Detailed Policies Document 2012.

The proposed development does not comply with the Local Planning Authority's standards in respect of servicing and may result in a detrimental impact on highway safety and as a result is in conflict with Policy CS20 of the Reading Borough LDF Core Strategy 2008 and Policy DM12 (Access, Traffic and Highways Related Matters) of the Reading Borough LDF Sites and Detailed Policies Document 2012.

In the absence of a completed legal agreement to secure an acceptable contribution towards the provision of Affordable Housing, either on- site, off-site elsewhere within the borough or a suitable financial contribution, as appropriate, the proposal fails to contribute adequately to the housing needs of Reading Borough, contrary to policy CS9 (Infrastructure, Services, Resources and Amenities) of the Reading Borough LDF Core Strategy 2008 (Altered 2015), policies DM3 (Infrastructure Planning) and DM6 (Affordable Housing) of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015) and the Council's Adopted Affordable Housing Supplementary Planning Document 2013.

- 4.11 These reasons for refusal are the same as those on the earlier application, aside from that which related to a tree survey, which was not included.
- 4.12 These reasons for refusal will be addressed in the Planning Policy section of this statement, with reference to the revised plans submitted with this application.

5. RELEVANT PLANNING POLICY

- 5.1 This section of the statement will focus on the reasons for refusal of the previous application (172294). It will also cover the Inspector's comments in their report for appeal APP/E0345/W/17/3191047.

Reason for Refusal 1 and Inspectors Report Paragraphs 6, 7 and 8

- 5.2 Policy DM11 requires among other things that proposals make a positive contribution to the character of the area in a number of ways, including 'compatibility with the general building height within the surrounding area'. Copse Avenue is a cul-de-sac comprising approximately 25 dwellings accessed from Micklands Road. To the south west of the site is Overton Drive which features a scheme of large detached modern dwellings of 2 and 2.5 storey height, which backs on to dwellings in Copse Avenue and the application site. Copse Avenue runs south east from Micklands Road and at its southern most point comprises a turning head. Copse End is a small spur accessed from the northern end of the Copse Avenue turning head and development in Copse End is visible from Copse Avenue, and forms part of its streetscene.
- 5.3 The Copse Avenue streetscene comprises dwellings of varying styles and designs. As the Council and the Inspector note, chalet bungalows do exist and many of these have undertaken roof and other extensions. These chalet style bungalows are interspersed with two storey houses, without any clear pattern between dwellings of different storey heights, and there are many occasions where two storey houses and chalet bungalows are juxtaposed adjacent to each other and in the same view as part of the character of the area. The roof height and design of dwellings is similarly varied with steeped pitched roofs evident, pitch and flat roof dormers and gable fronted 2 storey dwellings (see Appendix 2).
- 5.4 Given the variance in the streetscene, it is incorrect to conclude as Reason for Refusal 1 appears to, that simply because there are chalet style bungalows in the area, that two storey development would be harmful and incongruous. Rather, greater consideration needs to be given to the specific circumstances of the proposed development, and its position in the streetscene, which is the approach advocated by Core Strategy Policy CS7 also cited in the reason for refusal.

- 5.5 In this respect Policy CS7 requires consideration among other things of scale including height and massing and requires developments to respond positively to local context, character and distinctiveness. In terms of height and mass, the proposed houses when originally submitted under application 170691 included a steep pitch roof and flat roof dormer windows in the front roofslope which are evident elsewhere in the streetscene. Following concern about the mass of the roofspace from the council, amended plans were submitted removing the dormer, reducing the pitch and height of the roof. The reduction in height of the proposed dwellings from 10.3 metres to 9.6 metres represented a significant 8% reduction in overall height. The removal of the dormer in combination with the half hip roof creates a roof area which is not overly bulky and is in proportion with the host dwelling.
- 5.6 For application 172294, the height of the proposed dwellings was reduced further, and accommodation was removed from the roofspace. The proposed height was then 8.8 metres, and the pitch of the roof was reduced from 40° to 35°. Roof lights were also removed.
- 5.7 For this application a further revised design is submitted. This is based on the 'House Type 2' that was submitted to the Council during application 172294, and officers commented that it was considered acceptable. This adds a gable end over the front door of the properties, to align with similar dwellings in the area.
- 5.8 As for how the dwellings would be viewed in the streetscene, dwellings along the main stretch of Copse Avenue predominantly front the road. Copse End is an established exception to this as the 3 dwellings at Copse End are accessed from the northern end of the turning head, with no direct frontage onto the road. Whilst these dwellings are set back from Copse Avenue, views of number 1 Copse End (the western most plot) at least are clearly available from Copse Avenue, and number 1 Copse End is juxtaposed with number 8 Copse Avenue when viewed from the turning head in Copse Avenue as shown Appendix 3. As such, although number 1 Copse End is set back from Copse Avenue, it is visible from Copse Avenue, and adds to the visual character of the road that sees two storey dwellings with steep pitched roofs co-exist alongside chalet bungalows without harm.

- 5.9 By comparison, the proposed development will add a spur from the southern end of the turning head at Copse Avenue. A vehicular access already exists in this location to serve the host dwelling, and therefore the altered driveway arrangement to serve the houses will not significantly alter the appearance of the site when viewed from Copse Avenue.
- 5.10 The existing dwelling at number 4 Copse Avenue will remain in its existing position in an altered form, fronting the southern end of the turning head. The two proposed dwellings will have a setback position from the existing host dwelling and will be heavily screened by existing boundary vegetation and a large tree adjacent to the site. Given these factors, the proposals will have limited visibility from Copse Avenue. Where glimpses of the new houses may be visible from Copse Avenue, the dwellings will be read as an extension to Copse Avenue comparable to the new dwellings at Copse End.
- 5.11 On the basis of the above, the proposed dwellings would have a height and mass which is compatible with the general building height in the surrounding area which includes a comparable development at Copse End, as required by policy DM11. The proposed dwellings are lower, and with a reduced roof pitch, than the appeal scheme, making them less incongruous and top-heavy. A gable end has been added to tie the design in with nearby dwellings, as the Inspector referenced.

Reason for Refusal 2 and Inspectors Report Paragraph 16

- 5.12 This centres on the perceived impact of the reduced plot area for 4 Copse Avenue on the character of the area. This reason for refusal has been overcome, as the proposed house on Plot 1 has been shifted back into the plot. This has allowed the garden area for 4 Copse Avenue to increase to 213 square metres, improving its relation to the surrounding houses, and allowing it to blend in with the character of the area. Due to the increased residual side garden for the existing dwelling at number 4, the proposed development would have little visual difference to the existing situation when viewed from Copse Avenue.

Reason for Refusal 3 and Inspectors Report Paragraphs 17 and 23

- 5.13 The Officer's Delegated Application Report accompanying application 170691 (Appendix 5) confirms the council's acceptance that the proposal meets relevant

parking standards, provides acceptable cycle storage and that the communal refuse collection facility at the front of the site is acceptable. The only concern raised is that it is suggested that an area should be provided for access and turning for food or home delivery vehicles. The Inspector also raises a concern that there would not be sufficient space for a small delivery vehicle to turn on site, forcing it to reverse on to the highway.

- 5.14 This issue has been overcome, as the proposed house on Plot 1 has been shifted backwards into the site. This has allowed the hardstanding to be extended, so that a home delivery vehicle can now safely turn on site. A tracking diagram accompanies this application, and demonstrates that there is now sufficient space for a home delivery vehicle to turn safely on site.

Reason for Refusal 4 and Inspectors Report Paragraph 29

- 5.15 This relates solely to the affordable housing contribution that the development is required to provide. Policy DM6 of the Reading Borough LDF Sites and Detailed Policies Document 2012 states that "on sites of 1 – 4 dwellings, a financial contribution will be made that will enable the equivalent of 10% of the housing to be provided as affordable housing elsewhere in the Borough". The Inspector also stated that a financial contribution equal to 5% of GDV is necessary to make the development acceptable in planning terms.
- 5.16 If this application is permitted, an affordable housing contribution of £44,833.35 will be provided via Unilateral Undertaking, based on valuations for the proposed development. These valuations are shown below, and the valuation letters are included in Appendix 7.

	Martyn Russell	Bridges	RB Estates	Average
Future Value of Proposed Houses (x2)	£900,000	£900,000	£890,000	£896,667 (rounded up to nearest pound)

5% of Average Gross Development Value	$£896,667 \times 0.05 = £44,833.35$
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6. SUSTAINABILITY AND AIR QUALITY

Sustainability

- 6.1 In accordance with Sites and Detailed Policy Document policy DM1, development should incorporate sustainable construction methods. This is supported by national guidance in paragraph 148 of the recently revised NPPF (2018) which states that planning should *"support the transition to a low carbon future in a changing climate."* The Written Ministerial Statement of 25th March 2015 states:

"Housing standards: streamlining the system

New homes need to be high quality, accessible and sustainable. To achieve this, the government has created a new approach for the setting of technical standards for new housing. This rationalises the many differing existing standards into a simpler, streamlined system which will reduce burdens and help bring forward much needed new homes.

The new system will comprise new additional optional Building Regulations on water and access, and a new national space standard (hereafter referred to as "the new national technical standards"). This system complements the existing set of Building Regulations, which are mandatory.

To implement this new regime, this written ministerial statement sets out the government's new national planning policy on the setting of technical standards for new dwellings. This statement should be taken into account in applying the National Planning Policy Framework, and in particular the policies on local standards or requirements at paragraphs 150 and 151 in both plan making and decision-taking."

The Minister acknowledged that the best mechanism for controlling building standards was through Building Control and not Planning.

- 6.2 In addition to the Ministerial Statement, subsequent alterations to the NPPG (Paragraph: 002 Reference ID: 56-002-20160519 Revision date: 19 05 2016) makes it clear that:

"Local planning authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access and water, and an optional nationally described space standard. Local planning authorities will need to gather evidence to determine

whether there is a need for additional standards in their area, and justify setting appropriate policies in their Local Plans.

6.3 The above is amplified by Paragraph: 001 Reference ID: 56-001-20150327:

Revision date: 27 03 2015, which states:

"The government has created a new approach for the setting of technical standards for new housing. This rationalises the many differing existing standards into a simpler, streamlined system which will reduce burdens and help bring forward much needed new homes. The government set out its policy on the application of these standards in decision taking and plan making in a written ministerial statement, which also withdraws the Code for Sustainable Homes aside from legacy cases".

6.4 One option for Councils is set out in Paragraph: 014 Reference ID: 56-014-20150327 Revision date: 27 03 2015;

"All new homes already have to meet the mandatory national standard set out in the Building Regulations (of 125 litres/person/day). Where there is a clear local need, local planning authorities can set out Local Plan policies requiring new dwellings to meet the tighter Building Regulations optional requirement of 110 litres/person/day".

6.5 The following measures are put forward as demonstration of environmental improvement:

- a) Natural lighting to all habitable rooms
- b) Reduced internal water consumption through the incorporation of water efficient sanitary fittings, including low flow toilets and water efficient taps for wash basins.
- c) On-plot refuse and recycling facilities to be provided to work with the existing waste and recycling collection service
- d) Secure cycle provision within the curtilage to encourage sustainable modes of transport
- e) 'A' rated electrical appliances and energy saving light fittings throughout
- f) 'A' rated double glazed windows with trickle vents to improve natural ventilation

- 6.6 The above measures are considered to comply with the requirements of policy DM1 and the WMS.

Air Quality

- 6.7 The application site lies within the Air Quality Management Area for Henley Road, albeit it is right on the very edge of the area, as addressed by policy DM19. The applicant is willing to incorporate such measures as controlled via planning condition. Such measures might include the planting of species recognised for their air quality mitigation benefits. Air pollutants are emitted by sources and are removed from the atmosphere by sinks. There are various sinks processes including transformation in the atmosphere (chemical conversion of one pollutant to another), wet deposition to surfaces via precipitation and dry deposition to surfaces. Trees and other vegetation are amongst these surfaces.
- 6.8 For gaseous atmospheric pollutants, the primary route for removal by trees is uptake through stomata. The gases diffuse into intercellular spaces, react with inner-leaf surfaces or are absorbed by water within the plant to form acids. The greatest air quality effects on NO_x concentrations are in daylight hours in the in-leaf season during photosynthesis and transpiration. This implies that evergreen trees are more beneficial in removing gaseous atmospheric pollutants than deciduous trees.
- 6.9 Airborne particles are most effectively removed by trees via interception with the various surfaces of the plant. Some particles can be absorbed into the tree, although most particles which are intercepted are retained on the plant surface. Intercepted particles are often re-suspended as they are washed off the plant surfaces by rain or fall to the ground with leaves and twigs. The removal of airborne particles, therefore, occurs throughout the day and night regardless of whether the tree is transpiring, and occurs throughout the year as particles are intercepted by all surfaces of the plant including leaves, bark and branches. Fast-growing evergreen trees are reported to be highly effective at removing airborne particulates.

Trees also emit volatile organic compounds (VOCs) and, in the presence of NO_x, can contribute to the production of particulate matter and ozone downwind of the trees. As a successful mitigation measure, the local improvements in air quality associated with the planting scheme would need to more than offset the

downwind deterioration. Another factor to consider is that VOC emissions are dependent on temperature and, since trees generally lower air temperatures, increased tree cover can result in lower overall VOC emissions and, consequently, ozone levels in urban areas. It is therefore proposed that a planting scheme to mitigate air quality, be secured by planning condition.

Trees

- 6.10 There are no significant trees within the site, or protected trees within or in the vicinity of the site.

7. CONCLUSION

- 7.1 This statement sets out the presumption in favour of residential development within the NPPF. The site lies within a sustainable location, and delivers market housing suitable for family occupation, and a policy compliant contribution towards affordable housing, which gains significant weight from the NPPF.
- 7.2 The dwellings would be in keeping with others in the area albeit would be of limited visual prominence when viewed from Copse Avenue. The increased residual garden area will reflect the pattern of development in the area which is varied, especially given the majority of the existing garden to the side of number 4 is not visible from Copse Avenue, and the presence of Copse End which represents a development comparable development in terms of street layout. Furthermore, the new access drive proposed is already a driveway and therefore would not significant change the site's appearance in the street scene. Home delivery vehicles will be able to easily access the site, with the enlarged turning head allowing them sufficient room to manoeuvre. If approved, a policy compliant affordable housing financial contribution will be provided, of £44,833.35.
- 7.3 For the above reasons, the proposed development is considered to be compliant with relevant development plans policies, and gains significant weight from them as well as the NPPF It is therefore respectfully requested that the application be permitted.

APPENDIX 1

APPENDIX 2

APPENDIX 3

APPENDIX 4

APPENDIX 5

APPENDIX 6

APPENDIX 7