

Delegated Report

Planning Ref: 23/00327/FUL
Applicant: Mr Philip Crowfoot
Ward: Burbage St Catherines & Lash Hill



Hinckley & Bosworth
Borough Council

Site: 34 Sunnyhill Burbage

Proposal: Demolition and erection of replacement dwelling with associated landscape, garage, heat pump and solar panels

1. Recommendations

1.1. Grant planning permission subject to:

- Planning conditions outlined at the end of this report.

2. Planning application description

- 2.1. This planning application seeks full planning permission for a replacement detached, two-and-a-half-storey, four-bedroom, dwelling with an attached, one-and-a-half-storey quadruple garage, landscaping, an external heat pump, and solar panels following the demolition of the existing dwelling at 34 Sunnyhill, Burbage.
- 2.2. The replacement dwelling externally measures 21.2m in width x 15.1m in depth, which creates a total footprint of 318.8sqm. These dimensions include the attached quadruple garage, which externally measures 6.3m in width x 14.7m in depth, with a total footprint of 94.9sqm.
- 2.3. The property is constructed with a dual pitched roof that has a ridge height of 8.6m and retains the existing eaves height of 5.1m. The development also utilises two gables on the front elevation, which have a roof ridge height of 8m, and an eaves height of 5.1m. On the rear of the property, the proposal has three dormers, which have a ridge height of 8.6m, and an eaves height of 7.7m. The attached garage is one-and-a-half storey in massing with a ridge height of 5.9m, and an eaves height of 3.3m.
- 2.4. The development also has a single storey element to the rear of the property that extends the width of the dwelling and the garage. The single storey element of the proposal has a lean-to roof with a maximum height of 3.7m, and an eaves height of 2.5m. Eight rooflights are also included within this single storey roof, which measure 0.9m x 0.6m.
- 2.5. The dwellinghouse utilises a red brick finish around the property to a height of 0.8m, and the rest of the external walls of the property are rendered. The proposal utilises oak-effect double glazed window frames and slate-effect roof tiles.
- 2.6. Solar panels are utilised on the eastern side elevation of the garage's roof. The external heat pump is located on the western boundary of the site. Close boarded fencing is utilised for the site's boundary treatments.
- 2.7. The single-track driveway into the site is also replaced with an 'In-and-Out' access.
- ### **3. Description of the site and surrounding area**
- 3.1. The 1,004.3sqm application site comprises 34 Sunnyhill, which is a three-bedroom, two-storey, detached dwelling that is located towards the northeast of, but within the settlement boundary of, Burbage. The principal elevation of the property is set back

from the highway by 9.4m and the property utilises a cream render and red brick finish.

- 3.2. 34 Sunnyhill externally measures 12.8m in width x 12.7m in depth, with a total footprint of 113.9sqm. These dimensions incorporate a single storey, flat-roofed, 34.1sqm garage, which is attached to the eastern elevation of the property and set back by 2.2m from the principal elevation of the residence. The existing roof of the property has a ridge height of 8.1m, and an eaves height of 5m, whereas the flat roof of the existing garage has a maximum height of 2.5m.
- 3.3. The property is located towards the western end of Sunnyhill, which is wholly residential in character. There are residential properties to the east, south, and west of the application site, but there is an open agricultural field that is adjacent to the northern boundary of the site. There is a variety of styles and property types along Sunnyhill so there is no discernible unique character to the area. However, properties along Sunnyhill are typically detached residences that utilise rendered and red brick finishes.
- 3.4. The application site is partially within the Root Protection Area (RPA) of an Ash Tree within the ownership of 36 Sunnyhill that is protected by Tree Preservation Order (TPO) 18/00016/TPORD.

4. Relevant planning history

- 4.1 N/A.

5. Publicity

- 5.1 The application has been publicised by sending out letters to local residents.
- 5.2 Two members of the public have objected to the application on the following grounds:
- The development is not in keeping with the character of the surrounding area.
 - Drainage concerns.
 - Harm to protected trees.
 - Harm to the residential amenity of neighbouring properties.
 - Harm to the residential amenity of neighbouring properties from the construction of the development.
 - Highway safety concerns.
 - Overbearing impacts on the neighbouring properties
 - Overdevelopment of the site.
 - Overshadowing and loss of light to neighbouring properties.
- 5.3 In relation to the drainage concerns of the site, it is noted by the Planning Officer that the Council's Drainage Officer has no concerns with the scheme. In addition, the development utilises the existing drainage system that is used for the existing dwelling. Therefore, the proposal is not considered likely to increase the potential for flooding and drainage issues in comparison to the existing situation.
- 5.4 One member of the public has requested contributions to the maintenance of the road, Sunnyhill, due to the additional large vehicles that are associated with the construction with the new dwelling.
- 5.5 It is noted by the Planning Officer that Sunnyhill is an unadopted, private road. Given the scale of the scheme, and the private nature of the road, it is not considered that financial contributions to the maintenance of the road are necessary

to make the development acceptable in planning terms, nor is the request directly related to the development. As a result, the request is not fairly and reasonable related to the development, and therefore it does not meet the planning tests that are outlined in Paragraph 57 of the National Planning Policy Framework (NPPF).

5.6 Another member of the public has suggested that the design of the garage should be reduced to a single storey massing to reduce the overall height of the house.

5.7 No further responses have been received.

6. Consultation

6.1 There have been no objections from the following consultants:

- Burbage Parish Hall
- Hinckley & Bosworth Borough Council (HBBC)'s Arboricultural Officer (subject to conditions)
- HBBC's Drainage Officer
- HBBC's Environmental Services' Pollution Officer
- HBBC's Waste Management Officer

6.2 The Council's Pollution Officer requested details on the proposed heat pump including data in relation to its noise. Details were subsequently submitted by the Applicant. Following this, the Pollution Officer recommended that the external air source heat pump should be in compliance with MCS-020: MCS Planning Standards for Permitted Development Installations of Wind Turbines and Air Source Heat Pumps on Domestic Premises.

6.3 The Local Highway Authority (LHA) have referred to standing advice for this application.

6.4 No further responses have been received.

7. Policy

7.1 Core Strategy (2009)

- Policy 4: Development in Burbage

7.2 Site Allocations and Development Management Policies (SADMP) DPD (2016)

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

7.3 National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2021)
- Planning Practice Guidance (PPG)

7.4 Other relevant guidance

- Good Design Guide (2020)
- Leicestershire Highway Design Guide (LHDG) (2022)
- National Design Guide (2019)

8. Appraisal

8.1. The key issues in respect of this application are therefore:

- Principle of development
- Design and impact upon the character of the area

- Impact upon residential amenity
- Impact upon parking provision and highway safety

Principle of Development

- 8.2. Paragraph 2 of the National Planning Policy Framework (NPPF) identifies that planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise, and that the NPPF is a material planning consideration in planning decisions.
- 8.3. Paragraph 11 of the National Planning Policy Framework (NPPF) and Policy DM1 of the adopted SADMP set out a presumption in favour of sustainable development, and state that development proposals that accord with the Development Plan should be approved unless other material considerations indicate otherwise. Paragraph 12 of the NPPF states that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making. Where planning applications conflict with an up-to-date plan, development permission should not usually be granted unless other material considerations indicate otherwise.
- 8.4. The current Development Plan consists of the adopted Core Strategy (2009) and the adopted Site Allocations and Development Management Policies (SADMP) Development Plan Document (2016). The spatial distribution of growth across the Borough during the plan period 2006-2026 is set out in the adopted Core Strategy. This identifies and provides allocations for housing and other development in a hierarchy of settlements within the Borough.
- 8.5. Both the adopted Core Strategy and the SADMP are over 5 years old, and Paragraph 33 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Therefore, this report sets out the relevant adopted Core Strategy and SADMP policies and refers to the NPPF and notes any inconsistencies between them.
- 8.2. The proposed replacement dwelling is within the settlement boundary of Burbage. As such, there is a presumption in favour of sustainable development under Policy DM1 of the SADMP, and the wider policies of the NPPF. The sustainable principle of development is subject to all other material planning matters being appropriately addressed.

Design and Impact upon the Character of the Area

- 8.3. Policy DM10 of the SADMP requires new development to complement or enhance the character of the surrounding area with regards to scale, layout, density, mass, design, materials, and architectural features.
- 8.4. Paragraph 134 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.
- 8.5. The application utilises materials that are notable along Sunnyhill, and that match the existing dwelling, which are acceptable within the street scene. The scheme

also utilises architectural features such as masonry window headers and cills to add interest to the development.

- 8.6 The replacement dwelling increases the size of the residential property by 8.4m in width x 2.4m in depth, which results in a total footprint increase of 204.9sqm to almost three times the existing property. In addition, the ridge height of the property has increased by 0.5m, and the eaves height has increased by 2.7m.
- 8.7 Although it is acknowledged that this proposal is a significant increase in size from the existing development, the development is within a very large plot of land that is within a sustainable location in the settlement boundary of Burbage. Furthermore, by virtue of its location at the end of the Sunnyhill cul-de-sac, it is not considered that the development is visually prominent from the majority of Sunnyhill or the wider surrounding area.
- 8.8 The main volume of the dwelling, which excludes the attached garage, that is set back from the principal elevation by 0.3m, is 14.9m in width. This size of this proposal is not considered to be out of context to the rest of Sunnyhill, given the scale of dwellings within this area. For example, in accordance with application 20/00539/HOU, 36 Sunnyhill is 15.9m in width, and application 20/00991/HOU suggests that 41 Sunnyhill is 12.8m in width.
- 8.9 In addition, whilst the proposal increases the ridge height of the scheme by 0.5m to 8.5m, this is not considered to be incongruous to the surrounding area. For example, the new dwelling at the land adjacent to 39 Sunnyhill, which was approved via 20/01119/REM, has a roof ridge height of 8.3m. In addition, 41 Sunnyhill was approved with a roof ridge height of 10.1m. Although it is acknowledged that 20/00991/HOU did not increase the height of 41 Sunnyhill, this therefore demonstrates that this massing is existing within this area, which suggests that the increased height of 34 Sunnyhill is not out of character to the surrounding area.
- 8.10 To summarise, by virtue of the variety of styles, sizes, and massing of properties along Sunnyhill, this development is not considered to have a significant adverse impact on the character of the street scene in accordance with Policy DM10 of the SADMP, and the Good Design Guide.

Impact upon Residential Amenity

- 8.11 Paragraph 130(f) of the NPPF requires planning policies and decisions to ensure that developments create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users. The National Design Guide also promotes a healthy, comfortable, and safe internal and external environment.
- 8.12 In accordance with National Policy, Policy DM10 of the SADMP requires that proposals do not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.
- 8.13 The Good Design Guide outlines that development will need to provide high quality internal amenity space as this is critical to the quality of life of residents. The guide states that new developments should meet minimum standards of garden sizes and separation distances between dwellings.

- 8.14 The Good Design Guide recommends that a principal window to habitable rooms should be no less than 21m apart from the principal window of habitable rooms within neighbouring properties, unless they are across a road. In addition, a principal window to a habitable room should ideally be no less than 8m from the blank side of a single storey neighbouring property, rising to 14m for a two-storey property. The Good Design Guide also states that, "An exception to this rule is in an urban location where it may be acceptable to have a reduced distance where issues of amenity and overlooking are dealt with by good design."
- 8.15 There are no dwellings to the north of 34 Sunnyhill, and the properties to the south are separated from the site by a road. The two neighbouring properties of focus within this application are 32 Sunnyhill, to the east of the site, and 36 Sunnyhill, to the west of the site.
- 8.16 It is considered that, the provision of a replacement dwelling with one additional bedroom is not considered to result in a significant adverse impact to these neighbouring dwellings in relation to light and noise pollution.
- 8.17 There are no windows, nor principal windows on the first floor of the western side elevation of 32 Sunnyhill. Based on the approved floor plans of 32 Sunnyhill via application 18/00372/HOU, there are four windows on the ground floor on the western elevation of the property. None of these are considered to be principal habitable rooms, with the two windows in the lounge and wheelchair charging area respectively 1.2m from the shared site boundary with 34 Sunnyhill. This separation distance increases to 2.5m for the latter two windows within the kitchen of 32 Sunnyhill.
- 8.18 There are no windows on the eastern elevation of the development, and therefore it the scheme is not considered to result in any overlooking or loss of privacy to 32 Sunnyhill.
- 8.19 The proposed garage is 1m from the eastern site boundary, and 2.2m from 3.2 Sunnyhill. The separation distance between the main property and 32 Sunnyhill is 8.5m. The distance between the garage and main property, and 32 Sunnyhill increases to 4.2m, and 10.5m towards the rear of both properties respectively. The main dwelling does not protrude any further to the rear of 32 Sunnyhill, and the proposed garage appears to protrude 0.4m to the rear of this property. As a result of this and the siting of the rear gardens to the north of both properties, the main proportion of the development is not considered to result in any overbearing, overshadowing or loss of light impacts on 32 Sunnyhill.
- 8.20 The single storey element of the scheme protrudes 2.8m further to the rear than the rear elevation of 32 Sunnyhill. Given its height, its separation from the neighbouring dwelling and the 1.3m separation from the shared site boundary, this aspect of the development is not considered to result in a significant adverse impact on the residential amenity of 32 Sunnyhill.
- 8.21 On the other side of the site, the western side elevation of the replacement dwelling is 18.4m east of the principal elevation of 36 Sunnyhill. This exceeds the separation distances required between principal windows to habitable rooms and blank side elevations of two-storey properties, as recommended by the Good Design Guide.
- 8.22 Furthermore, there is one window on the first floor, and one window on the ground floor of the western side elevation that faces towards the front elevation of 36

Sunnyhill. These windows are separated by approximately 18.4m from this neighbouring property. Whilst this is less than the 21m separation distance between habitable windows as recommended within the Good Design Guide, the window on the first floor is obscure glazed and across a road from 36 Sunnyhill. Given the above, and the fact that these windows face onto the front elevation of 36 Sunnyhill, this is not considered to result in any overlooking or loss of privacy to the neighbouring property.

- 8.23 To comply with the Good Design Guide, four-bedroom houses must also provide a minimum of 80sqm of private outdoor amenity space with a minimum length of 7m.
- 8.24 The scheme provides over 110sqm of outdoor amenity space, with a depth of 11.6m from the rear of the dwelling, which exceeds the requirements of the Good Design Guide.
- 8.25 By virtue of these factors, whilst there have been objections to this application in relation to harm to neighbouring residential amenity, it is considered that the development complies with the requirements of the Good Design Guide, and consequently the scheme is not regarded as resulting in any loss of privacy, overlooking, or any overbearing or overshadowing impacts. In addition, the provision of one replacement dwelling is not considered to exacerbate air, light or noise pollution in the area. The scheme safeguards the amenity of the future occupiers of the scheme, and therefore the development is considered to be in accordance with Policy DM10 of the SADMP, and the Good Design Guide.

Impact upon Parking Provision and Highway Safety

- 8.26 Paragraph 110 of the NPPF states that it should be ensured that safe and suitable access to the site can be achieved for all users. Paragraph 111 of the NPPF outlines 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.
- 8.27 Paragraph 112(e) of the NPPF states development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations. Policy DM10(g) states that where parking is to be provided, charging points for electric or low emission vehicles should be included, where feasible.
- 8.28 Policy DM17 of the SADMP supports development that makes best use of public transport, provides safe walking and cycling access to facilities, does not have an adverse impact upon highway safety. All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)).
- 8.29 The development replaces the single-track access drive into the site with an 'In-and-Out' access. Each access is 4.2m in width, and the highway boundary is 8.2m from the proposed dwelling. This exceeds the minimum effective access width, 2.75m, and the minimum distance behind the boundary highway, 5m, which are required for a single dwelling by Figure DG17 of Part 3 of the LHDG.
- 8.30 To accord with Paragraph 3.151 of Part 3 of the LHDG, the application must provide three off-street vehicle parking spaces for a four-bedroom dwellinghouse. The development provides a quadruple tandem garage as well additional off-street

vehicle parking on the front of the site, which is considered to exceed the requirements of Paragraph 3.151 of Part 3 of the LHDG.

- 8.31 The LHDG does not provide dimension for requirements for quadruple garages, but Paragraph 3.200 of Part 3 of the LHDG states the double garages should internally measure 6m x 6m. On this basis, the quadruple tandem garages should internally measure 6m x 12m to accommodate the additional off-street vehicle parking spaces.
- 8.32 Internally, half of the proposed garage meets this requirement, whereas the other half is 1.9m shorter. Therefore, only three of the four proposed parking spaces within the garage can count towards the off-street parking provision of the site. Nevertheless, the development still provides three off-street parking spaces within this garage alongside further outdoor off-street parking. As a result, the development is considered to be acceptable with the requirements of the LHDG.
- 8.33 To summarise, the scheme creates one new bedroom and is considered to create adequate off-street parking provision for the dwelling. Ultimately, it is considered that the provision of one four-bedroom dwelling that replaces an existing three-bedroom dwelling is not considered to create an unacceptable impact on highway safety or the road network. Therefore, the scheme is regarded as in accordance with Policies DM17 and DM18 of the SADMP, and the LHDG.

9. Equality implications

- 9.1 Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states: -
- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.2 Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.
- 9.3 There are no known equality implications arising directly from this development.
- 9.4 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

10. Conclusion

- 10.1 The proposed development is considered to be compliant with the relevant national and local policy as it:
- Is an appropriate scale and design
 - Does not have an adverse impact upon the character and appearance of the area

- Retains over 80sqm of rear amenity space
- Does not have a significant adverse impact upon the amenity of neighbours
- Does not have a significant adverse impact upon highway safety
- Provides sufficient vehicle parking spaces for off-street parking

10.2 Taking national and local planning policies into account, and regarding all relevant material considerations, it is recommended that planning permission to be granted, subject to the imposition of appropriate conditions.

11. Recommendation

11.1 **Grant planning permission** subject to:

- Planning conditions outlined at the end of this report

11.2 Conditions and Reasons

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

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details received by the Local Planning Authority as follows:

- Existing & Proposed Elevations 0 Drg No. 04-2238_00 Rev B (submitted: 03.04.2023)
- Existing Block Plan – Drg No. 02-2238_00 (submitted: 03.04.2023)
- Existing Floor Plans – Drg No. 01-2238 (submitted: 03.04.2023)
- Proposed Block Plan – Drg No. 02-2238_00 Rev C(submitted: 03.04.2023)
- Proposed Plans & Elevations – Drg No.10-2238 Rev F (submitted: 03.04.2023)
- Proposed Site Layout (03D 2238) (submitted: 15.05.2023)
- Site Location Plan – Drg No. 01-2238_00 (submitted: 03.04.2023)

Reason: To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. The materials to be used on the external elevations of the proposed development shall accord with the approved Proposes Plans & Elevations 0 Drg No. 10-2238 Rev F (submitted: 03.04.2023).

Reason: To ensure that the development has a satisfactory external appearance in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. The window on the western side elevations of the dwelling that faces towards 36 Sunnyhill and is utilised for Bedroom 3's en-suite shall be fitted with obscure glazing to a minimum of level 3 of the Pilkington scale and non-openable. Once so provided the window(s) shall be permanently maintained as such at all times thereafter.

Reason: To safeguard the privacy and amenity of neighbouring dwellings from potential overlooking in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

5. Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Classes A, AA, B, C, D, and E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no enlargement, improvement or other alteration to the dwelling shall be carried out unless planning permission for such development has been granted by the Local Planning Authority.

Reason: To protect the character of the surrounding area and to safeguard the privacy and amenity of neighbouring dwellings from potential overlooking in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

6. No development shall take place until an arboricultural method statement, which has been prepared by a suitably qualified arboriculturist shall be submitted to, and approved in writing by, the Local Planning Authority. The arboricultural method statement should include details regarding how the scheme is constructed in a way that minimises any harm to protected tree. This statement shall include protective barriers to form a secure construction exclusion zone and root protection area in accordance with British Standard 5837:2012. Any tree roots or clumps of roots encountered with a diameter of 25cm or more shall be left un-severed. The development shall be implemented in accordance with the approved arboricultural method statement.

Reason: To ensure that the Ash Tree that is protected by Tree Preservation order 18/00016/TPORD is retained and adequately protected during and after construction in the interests of the visual amenities of the area and biodiversity in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and Paragraph 170 of the National Planning Policy Framework (2021.)

7. The approved works shall only be carried out in accordance with British Standards Recommendations for Tree work - BS 3998:2010.

Reason: To ensure that the works are carried out in a way that safeguards the health and amenity of each tree.

a. **Notes to Applicant.**

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at buildingcontrol@hinckley-bosworth.gov.uk or call 01455 238141.
2. The suitability of the ground strata for soakaway drainage should be ascertained by means of the test described in BRE Digest 365, and the results approved by the Building Control Surveyor before development is commenced. The soakaway must be constructed either as a brick or concrete-lined perforated chamber with access for maintenance, or alternatively assembled from modular surface water storage/soakaway cell systems, incorporating silt traps. Design and construction of all types of soakaways will be subject to the approval of the Building Control Surveyor.

3. Any access drives, parking and turning areas, paths and patios should be constructed in a permeable paving system, with or without attenuation storage, depending on ground strata permeability. On low-permeability sites surface water dispersal may be augmented by piped land drains, installed in the foundations of the paving, discharging to an approved outlet (See Environment Agency guidance on the permeable surfacing of front gardens).
4. Hinckley & Bosworth Borough Council's recycling and refuse collection services are from the boundary to the adopted highway which is Newbold Road. It will be the responsibility of the occupiers to ensure that all containers/wheeled bins are brought to the collection point.
5. The external air source heat pump should be in compliance with MCS-020: MCS Planning Standards for Permitted Development Installations of Wind Turbines and Air Source Heat Pumps on Domestic Premises.