

PART 6: Planning Applications for Decision

Item 6.4

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/02118/FUL
 Location: 19 Woodfield Hill, Coulsdon, CR5 3EL.
 Ward: Coulsdon Town
 Description: Demolition of a single-family dwellinghouse and erection of 1x three and four-storey block containing 2x four-bedroom houses and 4x two-bedroom flats, and 3x three-bedroom detached houses with associated access, car parking, cycle and refuse storage.
 Drawing Nos: EX01-S1-100; EX01-S1-101B; EX01-S1-102; EX01-S1-103C; EX01-S1-104A; EX01-S1-105; EX01-S1-106A; EX01-S1-107B; EX01-S1-108A; EX01-S1-109A; EX01-S1-110A; EX01-S1-111; EX01-S1-112A; EX01-S1-113A; EX01-S1-114B; EX01-S1-115A; EX01-S1-116A; EX01-S1-117; EX01-S1-118; EX01-S1-119; EX01-S1-120; EX01-S1-121; EX01-S1-122; EX01-S1-123A.
 Applicant: Mr Gerasimos Stamatelatos of Aventier Ltd
 Case Officer: Nathan Pearce

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision		2	2	3	2	9

	Car parking spaces	Cycle parking spaces
Existing	2	0
Proposed	9	18

1. This application is being reported to Planning Committee because the application has exceeded the required number of objections and has been referred by a ward councillor (Councillor Luke Clancy).

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:

a) A financial contribution of £13,500 for improvements to sustainable transport in the local area including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions.

b) Membership of car club for the units for 3 years.

c) And any other planning obligations considered necessary.

2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement and issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Construction Logistics Plan
4. Tree Protection Plan
5. Details of facing materials
6. Landscaping
7. Sustainable urban drainage details
8. Biodiversity Enhancement Layout
9. Electric Vehicle Charging Points
10. Cycle parking and refuse
11. Car parking
12. Windows restrictions
13. Visibility splays
14. Accessible units
15. Energy emissions
16. Conditions requested by ecology consultant
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1)Section 106
- 2)CIL
- 3)Code of practice for Construction Sites
- 4)Light pollution
- 5)Nesting birds
- 6)Boilers
- 7)Refuse
- 8)Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached house

- Erection of one front block of 2x houses and 4x flats, and 3x detached houses at the rear.
- Provision of 9 off-street parking spaces.
- Provision of external refuse store.

3.2 Amended plans were received showing changes to the layout of the houses at the rear to avoid impacting on the root protection areas of mature trees. No re-notification was conducted because the amendments did not lead to a material change in circumstances.



Figure 1 CGI of the proposal

Site and Surroundings

- 3.3 The application site is a large detached property situated on the south-west side of Woodfield Hill. The topography of the site is a sloping site that rises from the south-east to north-west.
- 3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style in regard to the properties along Woodfield Hill, the majority of properties appear to be detached family dwellinghouses. The site has a Public Transport Accessibility Level (PTAL) of 1a. The land immediately to the south-west of the site is Metropolitan Green Belt and a site of Nature Conservation Importance.



Fig 1: Aerial street view highlighting the proposed site within the surrounding street-scene

Planning History

- 3.5 02/00453/P - Erection of attached garage and front boundary wall, railings and gates – Approved 24.07.2002

4. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide more than 30% 3-bedroom houses.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATION RESPONSE

5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 5 letters of notification to neighbouring properties in the vicinity of the application site and a site notice posted on Woodfield Hill. The number of representations received from neighbours, a ward councillor and Chipstead Residents' Association in response to notification and publicity of the application are as follows:

No of individual responses: 70 Objecting: 69 Supporting: 0
Comment: 0

6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of objections	Response
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.6
Loss of family home	Addressed in the report at paragraph 8.2 – 8.6
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.6
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.7 – 8.12
Massing too big	Addressed in the report at paragraphs 8.7 – 8.12
Over intensification – Too dense	Addressed in the report at paragraph 8.7 – 8.12
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.7 – 8.12
Accessible provision	Addressed in the report at paragraphs 8.21
Number of storeys	Addressed in the report at paragraphs 8.9
<i>Amenities</i>	

Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.13 – 8.17
Loss of light	Addressed in the report at paragraphs 8.13 – 8.17
Loss of privacy	Addressed in the report at paragraphs 8.13 – 8.17
Overlooking	Addressed in the report at paragraphs 8.13 – 8.17
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.13 – 8.17
Refuse store	Addressed in the report at paragraphs 8.28
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.23 – 8.29
Not enough off-street parking	Addressed in the report at paragraphs 8.23 – 8.29
Negative impact on highway safety	Addressed in the report at paragraphs 8.23 – 8.29
Refuse and recycling provision	Addressed in the report at paragraphs 8.23 – 8.29
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.35
Impact on wildlife	Addressed in the report at paragraphs 8.30 – 8.32
Impact on flooding	Addressed in the report at paragraph 8.34
Local services cannot cope	Addressed in the report at paragraph 8.37
Lack of affordable homes	Addressed in the report at paragraph 8.36
Impact on trees	Addressed in the report at paragraphs 8.30 – 8.32

Cllr Luke Clancy (Coulsdon Town Ward Councillor) referred the planning application to Planning Committee raising the following issues as part of his referral:

- Overdevelopment
- Detrimental impact on trees

The Chipstead Residents Association have raised the following issues:

- Over development of the site and out of keeping with the area
- Insufficient parking arrangements
- Over dominant development on neighbouring properties
- Highway safety concerns

RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations. Such determination shall be made in accordance with the Plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

The main policy considerations raised by the application that the Committee are required to consider are:

7.3 Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. Despite this, in accordance with paragraph 48 of the NPPF substantial

weight can be applied to those policies to which the Secretary of State has not directed modifications to be made.

7.4 The policies of most relevance to this application are as follows:

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling

- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM37 – Coulsdon

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;
- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues. Furthermore

the Croydon Local Plan 2018 anticipates that roughly a third of housing delivery over the plan period will come from District Centres and windfall sites.

- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The residential character of Woodfield Hill consists of detached houses.
- 8.4 The proposal, has been designed to appear as one larger block at the front of the site with three smaller houses at the rear. This would help to maintain the overall character of the streetscene.
- 8.5 Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and small family homes and homes built as 3-bed homes are also protected. The existing unit is a 4-bed house and the proposal would provide 5 x 3+ bed units which would provide adequate floorspace for families. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.
- 8.6 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1a and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). The proposal would be within this range (174 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanically, and also provides sufficient flexibility for higher density schemes (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the scheme is supported.
- 8.7 The site is adjacent to the Metropolitan Green Belt which is immediately to the south-west of the site. The proposed dwellings are set within the site and it is considered that they would not have a detrimental impact on the setting of the Green Belt. The proposed development would not be contrary to Green Belt policy and is acceptable in principle.

The effect of the proposal on the character of the area and visual amenities of the streetscene

- 8.7 The existing property is not protected from demolition by existing policies and its demolition is acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to replace it with 9 units. The scheme has been specifically designed to appear as a single large building facing Woodfield Hill with three smaller buildings at the rear which would be less visible from the highway. This layout is considered to be an efficient use of the site. Although the proposed front building line is further forward than the neighbouring dwelling at no.21, the general building line of Woodfield Hill is where the proposal sits therefore it is considered acceptable. The roof form and design characteristics

are similar to those seen on the dwellings within the area. Officers are satisfied that the scheme respects the street-scene.

8.8 The Croydon Local Plan has a presumption in favour of three storey development and the application seeks to provide a three-storey building with habitable roofspace providing a high quality built form that respects the land level changes, pattern, layout and siting in accordance with Policy DM10.1.

8.9 The height, scale and massing of the scheme would be acceptable, given that the site works well with the topography and would sit well with the adjoining properties.



Fig 2: Elevational view highlighting the proposal in relation to neighbouring properties.

8.10 The design of the buildings would incorporate a traditional styled appearance consisting of gables and pitched roofs, maintaining the overall street scene with use of an appropriate materials palette with an adequate balance between brick and glazing and appropriate roof proportions.



Fig 3: Proposed site plan showing proposal in relation to neighbouring properties.

8.11 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. Whilst some of the frontage would be given over to hard-standing to allow for off street parking there would be some soft landscaping surrounding it, along with a section of soft landscaping along the front boundary. The proposed landscape design will protect most of the existing trees and will provide a large variety of bushes and hedges. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site does offer sufficient opportunities for soft landscaping.

8.12 The application site is a substantial plot within an established residential area. The scale and massing of the new buildings would generally be in keeping with the overall scale of development found in the immediate area whilst sensitively intensifying it and the layout of the development would respect the streets pattern and rhythm.



Fig 4: CGI of site showing proposal from Woodfield Hill

Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD 2019 in terms of respecting local character.

The effect of the proposal upon the amenities of the occupiers of adjoining properties

8.13 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the adjoining properties at no.17 and 21 and the dwellings opposite on Woodfield Hill.



Fig 6: Plan showing relationship to neighbouring properties

17 Woodfield Hill

8.14 This dwelling is to the south of the site. This dwelling has two side facing non-habitable room windows and one curved ground floor window which, with others serves a communal amenity space. These are given little protection. Windows at first floor in the rear elevation show bedrooms and, due to siting to the south of the development, would be minimally impacted. The windows would have a negligible impact in terms of daylight when assessed using Vertical Sky Component Analysis.

21 Woodfield Hill

8.15 This dwelling is to the north of the proposal site and is at a higher level than the proposal site. The front elevation of the proposal would break a 45 degree line drawn from the front window of no 21, however given the change in levels, separation distance and presence of existing high boundary hedge it is considered acceptable. It has 4 windows on the ground floor side elevation. One serves a garage and the other three are secondary to living spaces with other windows facing front or rear. The other windows on the house would have a negligible impact in terms of daylight.

8.16 The window to window separation distance between the proposed rear building and rear elevation of no.21 is 15m which does not comply with the 18m requirement of 2.12 of the Suburban Design Guide. However, the separation is considered acceptable given the change in levels results in the rear building being effectively single storey and the angle of the window and its separation from the boundary. This window would also overlook the rear garden of no.21 however this would be at an acute angle which is considered acceptable.

8.17 Given the separation distance and change in levels it is considered that the proposed development would not result in a significant loss of privacy and overlooking of neighbouring property.

Dwellings on opposite side of Woodfield Hill

8.18 These dwellings are to the east of the proposal site. There would be a minimum of 30m from the side of the development. This is considered to be an acceptable relationship in a suburban setting such as this.

8.19 It is considered that given the separation distances that there would not be a significant impact on these dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

8.20 The proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful.

- 8.21 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area.
- 8.22 The units would have access to private and communal amenity space (including play space) which meets the required standards.
- 8.23 In terms of accessibility, all of the units would be M4(2) compliant which is acceptable. A lift has been provided for access to the flats.
- 8.24 Overall the proposal is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, including the provision of communal amenity space and thus accords with relevant policy.

Traffic and highway safety implications

- 8.25 The Public Transport Accessibility Level (PTAL) rating is 1a which indicates extremely poor accessibility to public transport. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 13.5 spaces.
- 8.26 A parking survey has been provided, this scheme proposes 9 on-site parking bays, and as such provides one to one parking. this would result in an overspill of 5 vehicles (based on maximum parking policy guidance). Parking stress surveys recoded a parking stress of between 4% and 6% (meaning that approximately 73 parking spaces were available in the survey area) which is very low as dwellings tend to have adequate off road parking for vehicles.
- 8.27 There are a number of representations that refer to the highway safety at the site. In respect to highway safety, the access is located with good visibility and vehicles have the ability to turn on site. A condition has been added requiring pedestrian visibility splays to be retained. A swept path plan has been accepted by highways engineers, this will allow for vehicles to enter and exit in first gear. An external refuse store and bulk waste storage area are located close to the front of the site within 20m of the highway for collection. The occupiers of the dwellings at the rear would need to take their refuse to this location on collection day.

- 8.28 A financial contribution of £13,500 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's as well as EVCP's in general as per policies in the Local Plan.
- 8.29 Cycle storage for 2 cycles per unit would be provided within the gardens of the houses and the garden of flat 1. The cycle stores within the flatted block would provide storage for 2 cycles per unit for the flats on the upper floors. 20% of parking spaces must be provided with active charging points, with active EVCPs. This will be conditioned.
- 8.30 The refuse arrangements would be acceptable for a 9 units scheme and would require 1x1100ltr landfill, 1x240ltr landfill, 1x1280ltr commingled dry recycling and 1x140ltr food recycling which has been accommodated within the site. The refuse store would be located in front of the site within 20m of the highway. It can be secured by condition.
- 8.31 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Impact on trees and wildlife

- 8.32 The site contains some established protected trees that are mostly at the rear of the site. The established trees and shrubs add to the overall amenity value and also providing a good degree of screening. The proposed landscape design will protect most of the existing trees and will provide a large variety of bushes and hedges. A landscaping and planting plan has been submitted and can be conditioned.
- 8.33 There are 6 protected trees on site, 2x category A and 4x category B. All are at the rear of the site and would be retained. There are 13 non-protected trees on site, 1x category B and 12x category C. Of these, 1x category B (T11) and 12x category C trees would be removed. A tree survey has been submitted and 14 new trees would be planted. The proposal to mitigate the removal of the lower value trees across the site is acceptable.
- 8.34 An amended layout was received which moved the proposed buildings at the rear away from the root protection area of mature trees. The amended layout can be supported subject to conditioning the construction methodology and other documents and processes relating to trees contained within the application.
- 8.35 The works should also be undertaken in accordance with the Arboricultural Report and Impact Assessment recommendations and this has been conditioned.

- 8.36 The proposal site is adjacent to the Chipstead Chalk Pasture site of Nature Conservation Importance and a preliminary ecological appraisal has been submitted with the application. Avoidance and mitigation measures have been recommended, these are for a buffer zone adjacent to the woodland, no direct access to the woodland, minimal removing of trees, planting of native species and sensitive lighting. The SINIC should not be negatively impacted upon by the development proposals with these mitigation measures.
- 8.37 A Bat Emergence/Re-entry Survey and Mitigation Report relating to the likely impacts of development on designated sites, protected species and priority species & habitats has been submitted with the application which has been assessed by the Council's ecology consultant. The submitted bat survey confirms that the main house is a known summer roost of local importance for common pipistrelle bats.
- 8.38 The ecology consultant is satisfied that there is sufficient ecological information available for determination. The likely impacts on protected and priority species & habitats can be made acceptable with appropriate mitigation measures secured. It is recommended that bat sensitive roofing material and lighting are used.
- 8.39 The mitigation measures identified in the Bat Emergence/Re-entry Surveys and Mitigation Report should be secured and implemented in full. This is necessary to conserve and enhance protected and priority species particularly bats. This has been conditioned.
- 8.40 A Biodiversity enhancement strategy is also required as a pre-commencement condition to enhance protected and priority species/habitats. This has been conditioned.
- 8.41 The Council has certainty of the likely impacts on protected species and sites. Through the imposition of planning conditions and work undertaken to date, the local planning authority has operated in accordance with its statutory duties relating to biodiversity and national and local policy requirements.

- 8.46 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for 9 units and as such is under the threshold where the provision for affordable homes would be required.
- 8.47 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions & planning balance

- 8.48 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and weight is given to the provision of family units. The proposal, through amendments would have an acceptable impact on neighbouring properties. Overall, the scheme is considered to provide high quality homes in a fashion responsive to the plot and its character and the scheme is recommended for approval.
- 8.49 All other relevant policies and considerations, including equalities, have been taken into account.