

PART 6: Planning Applications for Decision

Item 6.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/04919/FUL
 Location: 15 Haydn Avenue, Purley, CR8 4AG
 Ward: Purley
 Description: Demolition of the existing dwelling house and erection of a three storey building comprising 8 no. self-contained apartments, provision of 4 parking spaces, cycle and refuse stores with associated external works including excavation and lightwells
 Drawing Nos: 1923.P100, 1923.P101, 1923.P102, 1923.P103, 1923.P104a, 1923.P105d, 1923.P106e, 1923.P107d, 1923.P108b, 1923.P109, 1923.P110d, 1923.P111d, 1923.P112b, 1923.P113a, 1923.P115, 1923.P115a,
 Applicant: Mr Bruce Burkitt
 Agent: Mr Steve Bolton
 Case Officer: Sissi Yang

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing					5b x 1
Proposed Flats	1b, 2p x 3	2b, 3p x 2, 2b, 4p x 1	3b, 5p x 2		
Total	3	3	2		

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
4	16

- 1.1 This application is being reported to committee because:
- Hartley and District Residents’ Association (HADRA) referred the application to Planning Committee; and
 - Objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Time limit of 3 years

3. Materials to be submitted.
4. Details of cycle storage/Car parking/Electric vehicle charging point as submitted
5. Landscaping scheme including boundary treatments, tree replacement and protection, details of playspace/communal space to be submitted
6. Construction Logistics Plan to be submitted
7. Condition survey to be submitted
8. Details of rear glass balustrade at ground floor level to be submitted
9. Side privacy screening at balconies, all flank elevation windows at first floor to be obscured glazed/non-opening
10. Plots 1 and 3 to meet M4 (3), all other units to meet M4(2)
11. Electric vehicle charging points to be installed in the parking area
12. 19% Carbon reduction
13. 110 litre Water usage
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) 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 (Figure 1):

- Demolition of existing detached two storey house.
- Erection of a three storey building including accommodation in the roof space.
- Provision of 2 x three bedroom flats, 3 x two bedroom flats and 3 x three bedroom flats
- Provision of private and communal external amenity space as well as children's play space
- Provision of 4 off-street spaces and associated refuse and cycle stores

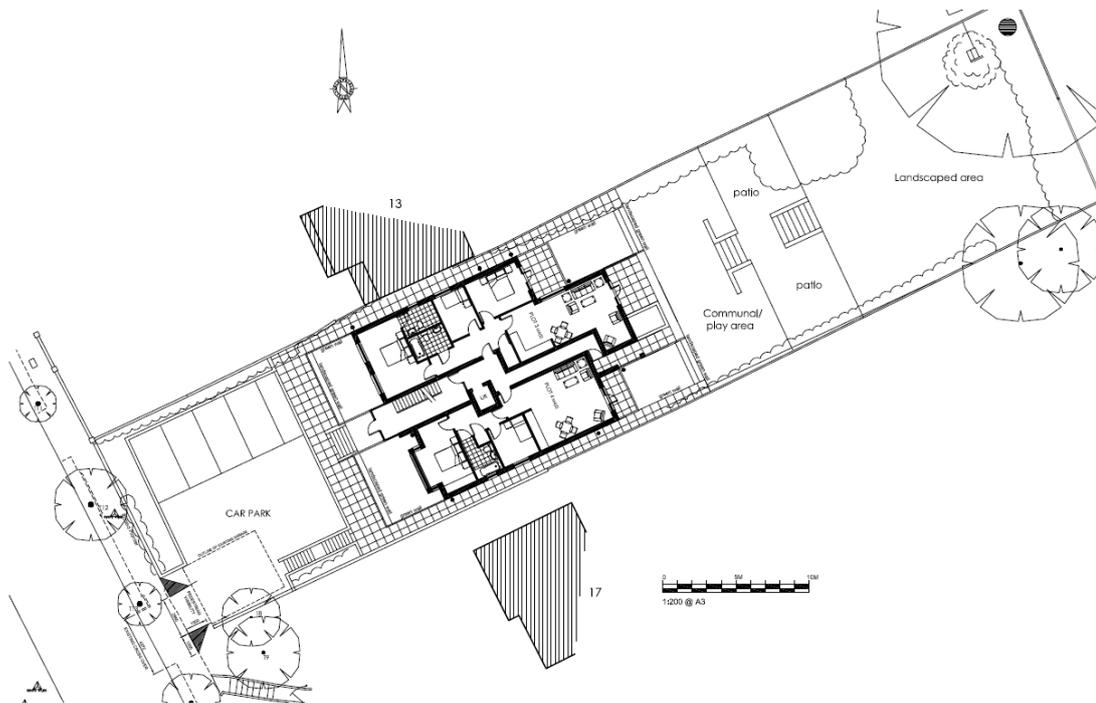


Figure 1. Proposed Site Plan

3.2 The scheme has been amended and further information has been provided during the application process including details in below:

- Materials of external walls from render to bricks
- Further details of and changes to internal layouts
- Enlarged play/communal area
- Visibility splays and swept path

Site and Surroundings

3.3 The site comprises a two storey residential house with a long rear garden, located on the eastern side of Haydn Avenue. The land levels rise substantially from front to the rear.

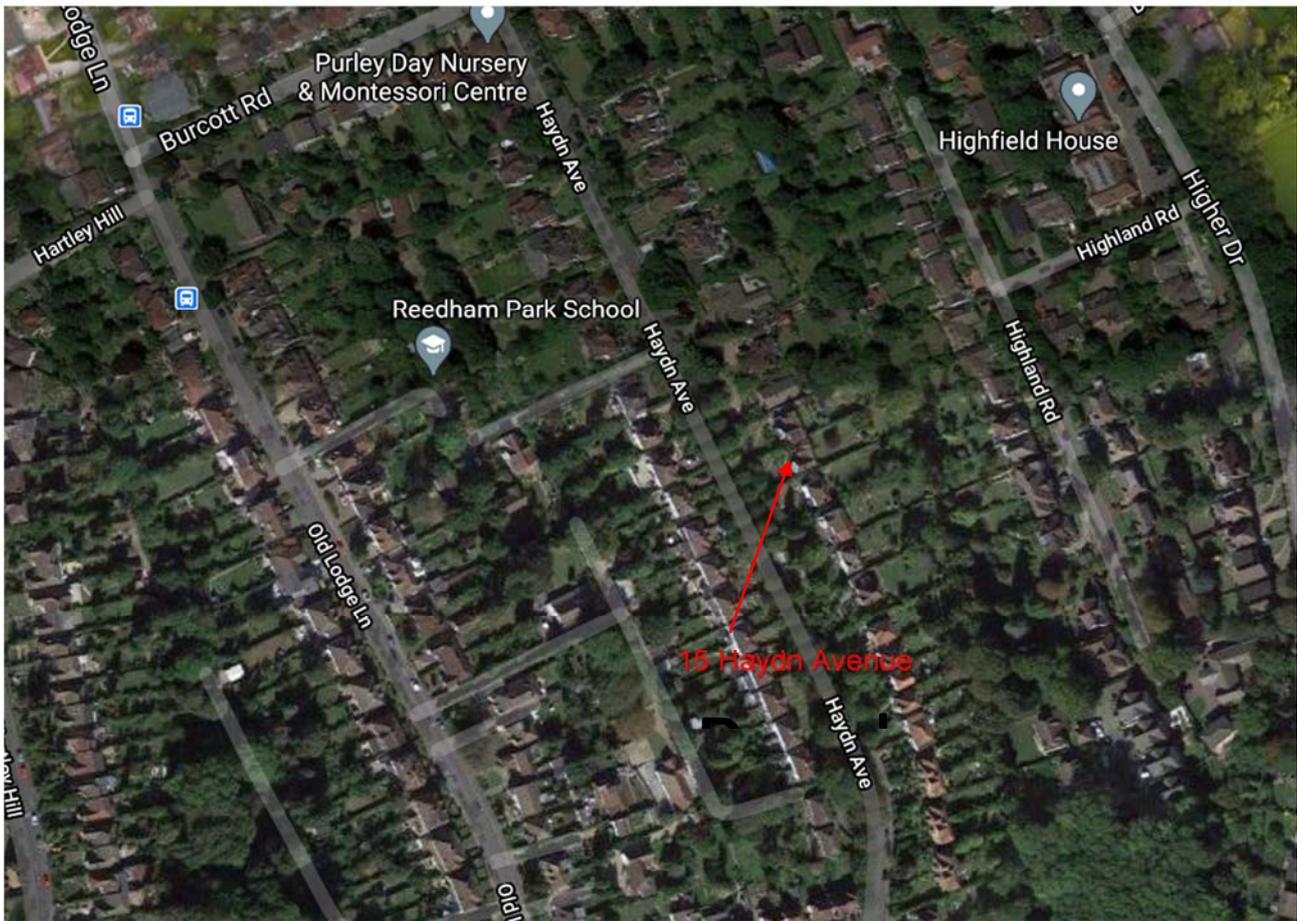


Figure 2: Aerial street view within the surrounding streetscene

- 3.4 The surrounding area is residential in character comprising substantially two-storey detached and semi-detached properties with long rear gardens.
- 3.5 The site is located within a PTAL 1a area. The site is not located within an area at risk of Surface Water Flooding.

Planning History

- 3.6 There is no relevant history on site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate for its setting.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are acceptable and Nationally Described Space Standard (NDSS) compliant.
- The trees are appropriately protected subject to conditions.
- The level of parking and impact upon highway safety are considered acceptable.
- 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 7 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 51 Objecting: 51 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:

Objection	Officer comment
<i>Principle of development</i>	
The proposal does not adhere with Policies SP2.7 and SP4.30 of the Croydon Local Plan 2018.	This is addressed in section 8.2 – 8.34 of this report.
Loss of family unit and fail to provide adequate family units	This is addressed in section 8.2 – 8.34 of this report.
<i>Design and appearance</i>	
Out of keeping with the surrounding area, 3-storey height and overbearing scale.	This is addressed in section 8.3 to 8.34 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties during construction – disturbance, noise, traffic and pollution.	Construction hours and related disturbance will be controlled via conditions
Impact on over looking, light, security	This is addressed in section 8.2 – 8.34 of this report.
<i>Impact of the development on the future occupiers</i>	
Loss of garden, no children play ground private amenity areas.	This is addressed in section 8.2 – 8.34 of this report.
Over development. Units are small	This is addressed in section 8.2 – 8.34 of this report.

Development is not high quality	This is addressed in section 8.2 – 8.34 of this report.
Accessibility issue due to topography	This is addressed in section 8.2 – 8.34 of this report.
<i>Trees and ecology</i>	
There is no ecology survey, impact on wildlife and trees	This is addressed in section 8.2 – 8.34 of this report.
A roadside tree will be affected by the new driveway	This is addressed in section 8.2 – 8.34 of this report.
<i>Highways and parking</i>	
Insufficient parking provision.	This is addressed in section 8.2 – 8.34 of this report.
Increased risks due to increased traffic and no separation of pedestrians and vehicles, new parking will disturb neighbours	This is addressed in section 8.2 – 8.34 of this report.
Traffic photos are misleading	This is addressed in section 8.2 – 8.34 of this report.
Parking overspill	This is addressed in section 8.2 – 8.34 of this report.
<i>Other material considerations</i>	
Problem of local infrastructure in including school, public transport and healthcare	This is addressed in section 8.2 – 8.34 of this report.
No drainage and landscaping plans submitted	This is addressed in section 8.2 – 8.34 of this report.
Bins and cycle stores details are not clear	This is addressed in section 8.2 – 8.34 of this report.

6.3 Cllr Steve O'Connell objected to the proposal on the ground of lack of car parking provision.

6.4 Hartley and District Resident's Association objected to the proposal on the grounds below:

- Design and scale is out of character
- The development should consider other approved development nearby

- CIL distribution issue
- More family units are needed. Housing mix is not adequate.
- Impact on animals and trees. No ecological and survey and landscaping plan.
- Inadequate car parking provision
- Parking stress survey lacks details including overflows from other approved development. No visibility display submitted.
- Lack details of temporary bin collection solution and types bins
- Overlooking impact
- No health impact assessment submitted
- Development fails to meet standard and Covid-19's 2 metres distance for private amenity space and child play space
- Render is not acceptable
- No SUDs submitted
- No CLP submitted

7.0 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 and the 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 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued 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;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

7.4 Consolidated London Plan 2016

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity

- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- DM18 - Heritage assets and conservation
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor 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

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.7 Emerging London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and no response had been submitted to the Mayor from the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

- 7.8 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.
- 7.9 It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.10 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

8.0 MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:
1. Principle of development
 2. Townscape and visual impact
 3. Housing quality for future occupiers
 4. Residential amenity for neighbours
 5. Access and parking
 6. Sustainability and environment
 7. Trees and Biodiversity
 8. Other matters

Principle of Development

- 8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. Approximately 30% of future housing supply may be delivered by windfall sites which provide sensitive renewal and intensification of existing residential areas and play an important role in meeting demand in the capital, helping to address overcrowding and affordability issues.
- 8.3 The site is located within an existing residential area and as such, providing that the proposal respects the character and appearance of the surrounding area and there are no other material impacts, a residential scheme such as this is in principle supported.

Housing mix

- 8.4 Policy DM1.2 of the Croydon Plan 2018 states: 'The Council will permit the redevelopment of residential units where it does not result in the net loss of 3 bedroom homes (as originally built) or the loss of homes smaller than 130m²'. The scheme proposes 8 units (2 x 3 bedroom-5 persons units, 1 x 2 bedroom-4 person units, 2 x 2 bedroom-3 person units and 3 x 1 bedrooms-2 persons units), so there is no net loss in family homes.
- 8.5 Policy SP2.7 seeks to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. 2b 4p units are considered smaller family homes within 3 years after adoption of Croydon Local Plan 2018. Two 3 bedroom units and one 2b 4p units are proposed, resulting in 36% family sized units. The proposal would provide a net gain in family accommodation. Therefore, the proposed mix of housing units is considered acceptable in principle.

Impact on the character and appearance of the area

- 8.6 London Plan Policy 3.4 seeks to optimise housing output taking into account local character, and Policies 7.4 and 7.6 require high quality architecture which contributes to the local architectural character. Policies SP2.2 and DM10.1 of the Local Plan require that land is used efficiently and seek to achieve a minimum height of 3 storeys for all new buildings. New development is required to respect the development pattern, layout and siting; scale, height, massing and density; and the appearance, existing materials and built and natural features of the surrounding area; the Place of Croydon in which it is located. It is important that developments draw on their local context to evolve the local character in a way which efficiently uses land.
- 8.7 The Suburban Design Guide 2019 sets out three approaches to character which are 'innovative and original', 'contemporary reinterpretation' and 'sympathetic and faithful'. The proposal is considered to fall in to the category of 'contemporary reinterpretation' design.
- 8.8 The proposal would include demolition of existing property and erection of a three storey building with accommodation at roof level. The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition. The proposal would have sloping roof and two gable structures at front which is considered to respect the character of the existing properties and surrounding area. It would have balconies at the rear. The nature of this part of Haydn Avenue is defined by buildings which various styles. Details of buildings in the immediate surrounding area include sloping roof, front gables, tiled roofs and brick/render walls. The proposed design is considered to respect the wider area, with the appearance from the roadside.
- 8.9 Proposed materials would include brick and tile roof. Details of all external facing materials and, fenestrations and finishes will be controlled via condition.



Figure 3: Proposed Front Elevation



Figure 4: Proposed Rear Elevation

8.10 To the front of the building, the existing garage and steps will be removed and the site, which slopes up to the rear, being levelled. Car parking would be at the front of the building with the bike and bin stores located beyond them at the same level. Whilst forecourts are generally soft landscaped and sloped, the proposal includes adequate

space at the front boundary to provide soft landscaping and screen the parking spaces. Access in to the building is provided step free between the bin and bike store in to a lower ground floor, or via steps to the upper ground floor. The building internally is served by a lift. To the rear communal amenity space is provided at the same level as the upper ground floor and then the site slopes up to the original ground levels. The retaining walls to the front of the site would be a maximum of a storey and, subject to details which can be secured by condition, their appearance would be acceptable. The provision of communal space and play space at upper first floor level also requires the ground level to be reduced and details of retaining walls would also be secured by condition. There will also be soft boundary treatment and green walls to the retaining walls at the side and front boundary separating the site and the main road.

- 8.11 Overall the scheme is considered to be a sensitive intensification of the site which makes the best use of the site, creates a homogenous development, which is of an appropriate scale and that respects the existing character of the wider area. It is considered acceptable subject to conditions.

Housing Quality for Future Occupiers

- 8.12 All the units would comply with requirements set out by the Nationally Described Space Standards (NDSS) in relation to units, bedrooms and floor to ceiling heights. All units would be afforded adequate private amenity spaces. Most of proposed habitable windows and all private amenity space would face west or east. The scheme includes two lower ground floor units which would be served by lightwells to front and rear. A BRE sunlight and daylight assessment shows that they would receive acceptable daylight and sunlight and that the lightwells comply with guidance in the SDG for access to light and outlook. To protect privacy of rear windows and private amenity space at lower and upper ground floor levels, the rear balustrades at ground floor level at side and rear elevations need to be obscured glazed up to 1.7 metres from the floor level, which will be conditioned.
- 8.13 The proposed building would have level access internally to all floors as well as externally from the front of the building and to the rear communal space. It is noted that the large part of the green space at the rear of the application site is constrained by topography. A child play space/ outdoor communal space is shown to be provided at the rear of the building which would be approx. 90 sqm. The area provided would meet requirement in table 6.2 of policy DM10.4 of Croydon Local Plan 2018. A detailed landscaping scheme is proposed to be secured by condition.
- 8.14 Pots 1 (lower ground level) and 3 (upper ground level) are potentially adaptable for M4 (3) users, taking into account their overall size and all units can comply with M4 (2).
- 8.15 The development is considered to result in an acceptable quality development including 2 x 3 bedroom family units and 1 smaller family unit as well as all units having acceptable private amenities and capacity to provide child playspace and communal space which overall provide an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.16 The properties that have the potential to be most affected are the adjoining occupiers at 13 and 17 Haydn Avenue. 10 and 11 Highland Road are located to the rear and 20, 22 and 24 Haydn Avenue are located opposite on Haydn Avenue. Figure 4 below indicates locations of the neighbouring properties.

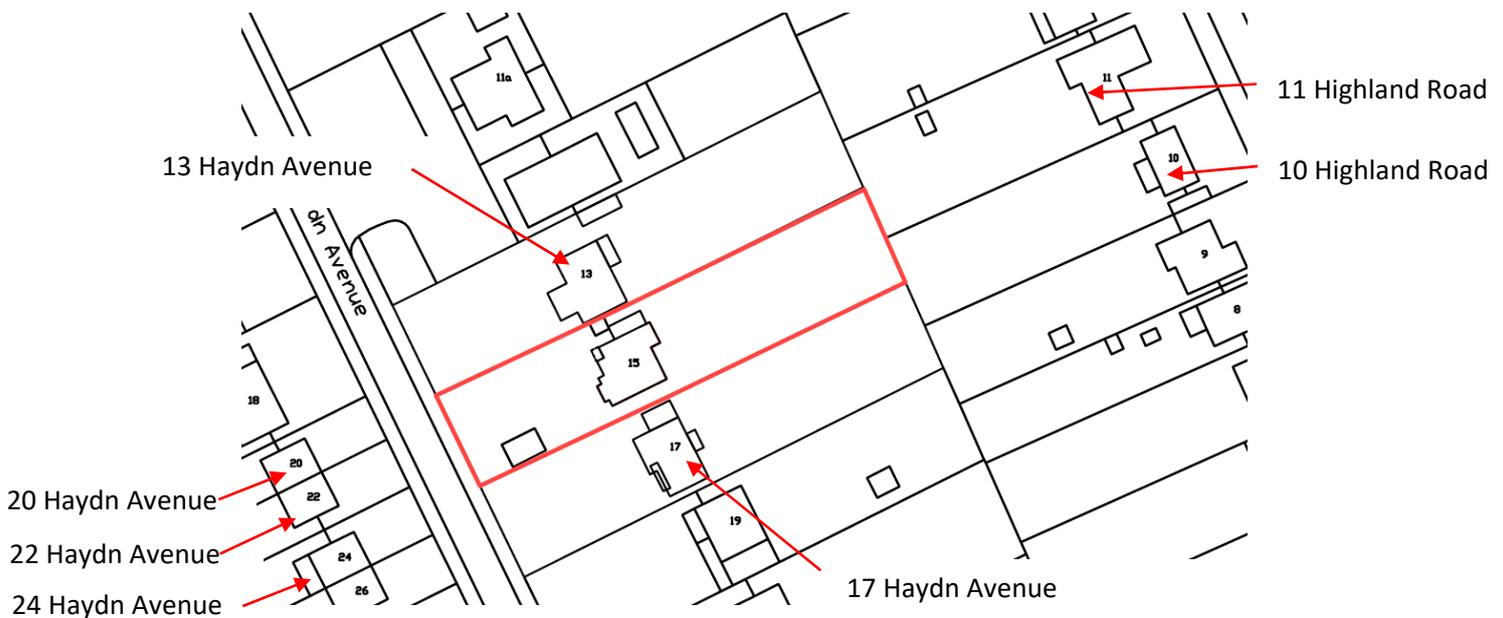


Figure 5: Proposed Block Plan

10 and 11 Highland Road and 20, 22 and 24 Haydn Avenue

- 8.17 There would be more than 30 metres between the proposed building and the front/rear elevations of the four neighbouring properties above. Owing to this significant separation between the built forms and existing landscaping, overall the proposal is not considered to impact upon the amenities of these adjoining occupiers.

13 Haydn Avenue

- 8.18 The proposal will be pushed back from the side boundary by 1m and it would pass 45 degree rule of thumb. No 13 has large rear facing windows and so good light and outlook. Given the land levels and orientation, the proposal is not considered to adversely affect this properties light and outlook. The side windows at first floor level will need to be non-openable and obscured glazed up to 1.7 metres from the internal floor height to restrict overlooking, which will be conditioned. There will be side privacy screening proposed at the balconies at first and second floor levels.
- 8.19 Overall it is therefore considered that the amenities of these adjoining occupiers would not be detrimentally affected in terms of sunlight, daylight, outlook and overlooking.

17 Haydn Avenue

- 8.20 The proposal will be pushed back from the side boundary by 1m and it would pass 45 degree rule of thumb for the rear windows. The side windows at first floor level will need to be non-openable and obscured glazed up to 1.7 metres from the internal floor height to restrict overlooking, which will be conditioned. There will be side privacy screening proposed at the balconies at first and second floor levels. There is a side window at 17 facing 15 at first floor level. The proposal would have approx. 3.5m distance between the window and the proposed roof is angled further away from that window. The window is located at south-west side of the proposal. The Suburban Design Guide makes clear that limited weight should be given to side facing windows. The proposal would have some impact on the light and outlook of this window. In the context of the guidance in the Suburban Design Guide and as there would be no significant impact on rear facing windows, the overall impact on this unit is considered to be acceptable.
- 8.21 Overall it is therefore considered that the amenities of these adjoining occupiers would not be detrimentally affected in terms of sunlight, daylight, outlook and overlooking.

Access and Parking

- 8.22 The site falls within a PTAL of 1a, considered to be poor. 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. 1-2 bedroom units should provide a maximum of less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. Policy DM30 also states that in areas of good public transport (PTAL 4 and above) the impact of car parking in any development should be reduced.
- 8.23 4 off street parking spaces are provided for the site including a disabled parking space. The applicant carried out a parking stress survey in accordance with Lambeth Methodology. There are 100 unrestricted parking spaces in the roads surveyed surrounding the site. On 11 September 2019 there were 53 cars parked equating to a parking stress of 53% on Haydn Avenue. On 12 September 2019 there were 57 cars parked equating to a parking stress of 57%. Overspill from the site at worst case would be 4 cars on a 1:1 car/unit ratio, which would take into account the minimum level of available parking spaces (43 spaces as set out above) would not have an adverse impact on the availability of on-street parking.
- 8.24 There are noted to be 2 developments within 500m walking distance of 15 Haydn Avenue (9b, which has received approval for 9 flats and 11 Haydn Avenue, which is currently under consideration). Both of these developments have been approved/proposed with a 1 for 1 parking ratio and therefore there is not considered to be a cumulative detrimental impact caused in relation to on-street parking availability owing to these three developments.
- 8.25 Visibility sightlines have been added on the drawing which are acceptable. Electric vehicle charging points need to be installed in the parking area and this can be secured by way of a condition.

- 8.26 Cycle storage facilities would comply with the London Plan (which would require 16 spaces). The cycles would be stored in the front of the building which would be accessible from the front entrance. This is considered an appropriate approach to provide these facilities.
- 8.27 The proposed location of refuse store is considered acceptable in terms of distance to the front entrance of the building, less than 20m from the road which is considered acceptable for refuse collection. The slope would not exceed 1:12 for collection. The volume of the proposed waste stores is considered acceptable. It will provide sufficient space for bulky waste disposal.
- 8.28 Taking into account the sites location within a residential area, a Construction Logistics Plan (CLP) will be required via condition. Condition survey will need to be submitted for approval by the LPA prior to commencement of works.

Environment and sustainability

- 8.29 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.30 In terms of drainage, the road area in front of the site is in surface water area and the site itself is not in flood risk zones and surface water area. The applicant submitted a SUDs report proposing mitigation methods including permeable paving and soakaways. Therefore it will not have significant impact on drainage.

Trees and Biodiversity

- 8.31 The proposal has been assessed in relation to its impact upon existing trees. 4 trees will be removed and 3 trees will have works carried out. A landscape scheme is requested to provide an overall improvement to the local landscape including 4 replacement of trees. The landscape plan should also provide further detail of new utilities i.e. installation of service routes. The landscape scheme will be conditioned.
- 8.32 T12 and 13 form a continuous line of Lime Pollards on the street near the site (in Council ownership). The applicants' Arboricultural Impact Assessment stated that the Limes will be re-pollarded / crown lifted to 5m prior to any works commencing, to avoid any conflict with low hanging branches. Council's Street Tree Officer advised that the removal of the smaller, lower growth (epicormic) up to a height of 5m is acceptable as long as a qualified tree surgeon carries out the work. However pollarding the two trees back to previous pollard knuckles would not be acceptable. Therefore, conditions are recommended to ensure no crown damage by ensuring that cranes lift materials up and over the trees safety if required - such details to be included in the Construction Logistics Plan.
- 8.33 With regard to site access and soil compaction, the small soil/grass verges each side of the drop kerb should be protected. No excavation on hard Highway land or on the soft verges and no storage or vehicle/machine crossing over the soft highway verge. These areas should be protected against such occurrences. This will be secured via condition.

8.34 There are concerns raised by public about biodiversity. The site is a residential property in an adequate state of repair. As such, it is not considered likely to support protected species' habitats. Whilst there would be some overall loss of landscaped space, it is not considered to be high in biodiversity value. Conditions attached to the landscaping will ensure that areas of biodiverse planting are provided, potentially at the very rear of the site, which is less likely to be used by residents.

Other matters

8.35 Representations have raised concerns regarding local infrastructure and Community Infrastructure Levy (CIL). The development will be liable for a charge under the CIL. This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusion

8.36 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and would not harm the visual amenities of the area or adjoining occupiers. The proposed impact on the highway network and parking provision is acceptable. The proposal is therefore overall considered to be in accordance with the relevant policies.

8.37 All other relevant policies and considerations, including equalities, have been taken into account.