

PLANNING SUB COMMITTEE AGENDA

PART 5: Planning Applications for Decision

Item 5.2

1 SUMMARY OF APPLICATION DETAILS

Ref: 20/06091/FUL
Location: Land Rear Of 56 Bramley Avenue, Coulsdon, CR5 2DQ
Ward: Coulsdon Town
Description: Erection of a pair of semi-detached dwellings with associated parking and landscaping
Drawing Nos: 2005S-01, 20053S-03, 20055D-04, 2005S-05, 2005S-06, , 20049-S20. Arboricultural Method Statement (David Archer Associates dated November 2020), Planning Design and Access Statement (Earlswood Homes, November 2020) and 20055S-07 Rev A, Technical Note (January 2021), LD31-0001 Waste Management Plan and 20055S 02 Rev A received 26.01.2021
Applicant: Mr Jason Vince
Case Officer: Jedd Goodwin-Roberts

	2-bed	3-bed	3-bed +		Total
Existing					
Proposed			2		2

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
4 parking spaces	4 Cycle spaces within the rear garden

- 1.1 This application is being reported to Planning Committee because objections above the threshold as specified by the Committee Consideration Criteria have been received.

RECOMMENDATION

- 2.1 That the 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. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings except where specified by conditions
3. Materials (including samples) to be submitted for approval prior to any above ground works
4. Window condition to be submitted for approval prior to any above ground work.
5. Tree Survey/Tree Protection Plan to be conditioned
6. Hard and soft landscaping condition
7. Car parking to be provided as specified
8. Refuse management Plan
9. Fire Safety Strategy
10. Full details of cycle and refuse stores to be submitted prior to occupation
11. Details of electric vehicle charging point to be submitted prior to occupation
12. Construction Logistics Plan to be submitted prior to commencement (including demolition) including condition survey of highway
13. Details of site specific SuDS to be submitted prior to any above ground works
14. 19% Carbon reduction
15. 110 litre Water usage
16. All units to meet M(4)2 standard
17. Any other planning condition(s) considered necessary by the Director Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Policies
- 3) Code of practise for Construction Sites
- 4) Party Wall Act
- 5) Highways
- 6) Environmental Health Comments
- 7) Protected Species
- 8) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the Planning Sub Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- The erection of a semi-detached pair of dwellings to the west of No.16 which forms part of a residential development by the same applicant approved under reference 17/02272/FUL
- Each dwelling would have two parking spaces and cycle storage located in the rear gardens
- Refuse collection & storage would be adjacent to the existing collection point for the recently approved and implemented development



Site and Surroundings

3.2 The application site lies to the north of 56 Bramley Avenue in the Coulsdon Town ward of Coulsdon. Access into the site would be via Ruxton Close. Along the rear gardens of 50-54 Bramley Close is a new residential enclave comprising of 4 detached dwellings. To the front of these dwellings is an access road. To the west

of the new dwellings is the application site which is part of the garden land to the rear of 56 Bramley Avenue.

- 3.3 The immediate surrounding area is residential in character, comprising of predominantly semi-detached and detached two storey residential dwellings. To the south of the site is Bramley Avenue. Bramley Avenue is typified by interwar style dwellings with varying material building finishes, hipped and gabled roofs. To the east of the site is a new residential development of 4 detached dwellings approved in 2017 which are brick and tile hung finish with hipped roofs. To the north of the site is Woodcote Park Golf Club which falls within the administration of the London Borough of Sutton and is designated as Metropolitan Green Belt Land.
- 3.4 The site has a Public Transport Accessibility Level (PTAL) of 1A.
- 3.5 The site is not subject to a Tree Preservation Order however it sits south of the Little Woodcote Area Metropolitan Green Belt within the London Borough of Sutton.



Site Plan



Aerial View

Planning History

- 3.6 The site itself has no relevant planning history, however the adjacent site which this development would form part of is of relevance.
- 3.7 17/02272/FUL - Erection of 4 detached two storey four bedroom houses with accommodation in roofspace and integral garages : formation of access road and provision of associated , parking and landscaping at 50 Bramley Avenue And Rear Of 52 And 54 Bramley Avenue Coulsdon CR5 2DQ. Approved and implemented. This is the adjacent site to the east of the proposed site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development on the site is acceptable;
- The design and appearance of the development is appropriate for the site;
- There would be no undue harm to the residential amenities of adjoining occupiers;
- The living standards of future occupiers would be acceptable and compliant with the Nationally Described Space Standards and the London Plan;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- The scheme would have no undue impact on protected trees;
- Sustainability aspects of the development can be controlled by condition.

5 CONSULTATION RESPONSE

London Borough of Sutton (statutory consultee)

- 5.1 No objections to the development proposals.
- 5.2 The views of the Planning & Building Control Directorate are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6 LOCAL REPRESENTATION

- 6.1 A total of 15 neighbouring properties were notified about the application and invited to comment. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 15 Objecting: 15 Supporting: 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
Overdevelopment due to its size, footprint, layout, density and massing.	Addressed in Section 8.2-8.5 of this report
Out of character with the surrounding area by design, scale, height and density/out of character with neighbouring properties/ruin corner aspect/not in keeping with the area/overcrowded/cramped form of	Addressed in Section 8.6-8.13 of this report

development/overbearing /obtrusive by design/impact on the community	
Poor outlook for future occupiers caused by the development, distances and location of bin stores	Addressed in Section 8.16 of this report
Loss of light/sunlight/daylight/ overshadowing/ Overlooking/loss of privacy/ Noise and disturbance/no daylight and sunlight report	Addressed in Section 8.21-8.29 of this report No requirement for a daylight and sunlight report with this application
Access/Traffic/Highways/highway safety/ inadequate parking/parking pressure/ increase traffic/congestion/access/ hazard/ insufficient access for refuse vehicles/obstruction/ insufficient space for emergency vehicles. Poor pedestrian access. No street lighting Pressures during construction	Addressed in Section 8.30-8.41 of this report. A Construction Logistics Plan is suggested by condition
Detrimental impact on trees and hedgerows, mature vegetation and garden land/removal of green infrastructure/ Impact on natural habitat, wildlife and animals	Addressed in Section 8.42-8.48 of this report
Flooding/impact on utilities/poor drainage/ sewers/mains	Addressed in Section 8.42-8.48 of this report
Lack of infrastructure/local services	The development would be liable for CIL which would make a contribution to local services and infrastructure
Roads not suitable for heavy construction Traffic and disruption during construction	A condition would be attached as a pre-commencement condition for a Construction Logistics Plan to be submitted prior to the commencement of the development

Emergency access and fire access	The proposal could be conditioned with a suitably worded condition to ensure a domestic sprinkler system is installed should a 45m long hosepipe not be able to reach the site.
This development may allow to set a precedent that could lead to future developments being extended along Ruxton Close	Each application is judged on its own individual merits.
Rights to light/loss of a view	These are not planning considerations
Earlshomes misleading re plans for further development on Ruxton Close. Owners were told there was no probability for new homes to be built and the road was sold as a 'cul-de-sac'.	This is not a material planning consideration.
Local burglaries are increasing	This is not a material planning consideration
Costs of maintaining a private road	This is not a material planning consideration
Low water pressure	This is not a material planning consideration

6.3 The application has received an objection from a Ward Councillor (Councillor Clancy) objecting on grounds of overdevelopment.

7 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 Croydon Local Plan (2018), London Plan (2021) 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.

7.3 The main policy considerations from the London Plan (2020) raised by the application that the Committee are required to consider are:

- Policy D4 Delivering good design
- Policy D3 Optimising site capacity through a design led approach
- Policy D6 Housing quality and standards
- Policy D12 Fire safety
- Policy G2 London's Green Belt
- Policy G5 Urban greening
- Policy H1 Increasing housing supply
- Policy H2 small sites
- Policy H10 Housing mix size
- Policy SI 13 Sustainable drainage
- Policy T5 Cycling
- Policy T6.1 Residential parking

Croydon Local Plan (2018)

7.4 The new local plan was adopted on the 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- SP2: Homes.
- SP2.1 Choice of homes.
- SP2.2 Quantities and locations.
- SP2.7 Mix of homes by size.
- SP2.8 Quality and standards.
- DM1: Housing Choice for Sustainable Communities.
- DM1.2 Net loss of 3 bed or homes less than 130 sq.m.
- SP4: Urban Design and Local Character.
- SP4.1 High quality development that responds to local character.
- DM10: Design and Character.
- DM10.1 High quality developments, presumption for 3 storeys.
- DM10.2 Appropriate parking and cycle parking design.
- DM10.4 Private amenity space.
- DM10.5 Communal amenity space.
- DM10.6 Protection to neighbouring amenity.
- DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.
- DM10.8 Landscaping.
- DM13: Refuse and Recycling.
- DM13.1 Design, quantum and layouts.
- DM13.2 Ease of collection.
- SP6: Environment and Climate Change.
- SP6.3 Sustainable design and construction.

- Minor residential scheme 19% CO2 reduction.
- Water efficiency 110 litres.
- SP6.4 Flooding and water management – c) SUDs.
- SP6.6 Waste management.
- DM18: Historic Assets and conservation
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
- SP8.5 and SP8.6 Sustainable travel choice.
- SP8.7 Cycle parking.
- SP8.12 and SP8.13 Electric vehicles.
- SP8.17 Parking standards in low PTAL areas.
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.
- DM40: Kenley and Old Coulsdon

Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- DCLG – Technical Housing Standards - Nationally Described Space Standards (NDSS)
- National Planning Practice Guidance
- Suburban Design Guide SPD (April 2019)

The Suburban Design Guide SPD provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The guide sets out how residential development, including extensions and alterations, in neighbourhoods across the borough is part of a holistic strategy being driven by the Council to deliver tangible public benefits to suburban communities.

With a growing population there is a necessity to build more homes and Croydon is planning for 32,890 new homes by 2036, as set out in the housing target in the Croydon Local Plan 2018 with one third of these units through the delivery of development on windfall sites.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues relate to:

1. Principle of development
2. Townscape/visual impact/character of the area
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking

- 6. Trees, landscaping and ecology
- 7. Sustainability, flooding and environment

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. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.
- 8.3 The site is located within an existing residential area. The application proposes two family sized homes which would optimise the use of the site providing additional homes within the borough, which the Council is seeking to promote. Local Plan Policy DM10.4e states that in the case of development of an existing building which is to be retained, a minimum length of 10 metres and no less than half or 200m² should be retained for the host property after subdivision. In this instance, a minimum garden length of 18 metres is retained for the host property and the garden exceeds 270 m². As such, the proposal is acceptable in principle according with DM10.4e.
- 8.4 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The proposed development would provide 2no 4 bedroom 7 person units which would result in 100% of the development providing three or more bedroom units and in principle the proposed development is considered to be acceptable.

Townscape and Visual Impact

- 8.5 London Plan Policy D3 and D4 seeks to optimise housing output taking into account local character and optimising site capacity through a design led approach. In doing so developments are required to demonstrate high quality architecture and a high quality site layout that contributes to the local character and patterns of development in addition to optimising site capacity. 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.
- 8.6 The Suburban Design Guide sets out three broad approaches when responding to local character:

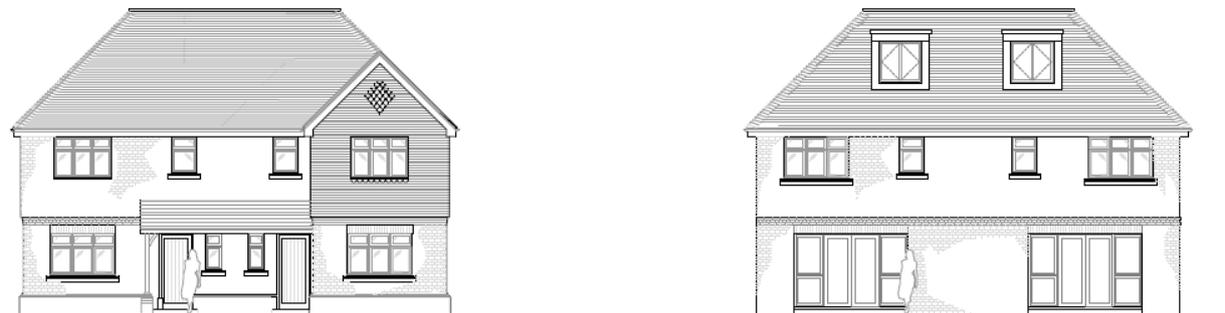
- Innovative and original
- Contemporary reinterpretation
- Sympathetic and faithful.

8.7 It is proposed to erect one pair of semi-detached houses which would be a sympathetic and faithful design. The design of the scheme incorporates features found in the locality, paying particular regards to the design and scale of the adjacent recently approved scheme to the east of the site.



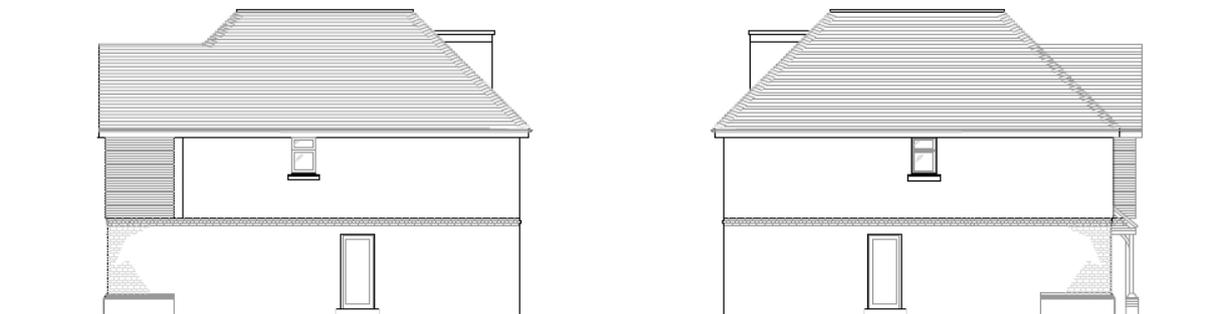
Above: Street scene

8.8 The houses would be two storeys and would incorporate small dormers within the loft space



1/ Proposed Front Elevation 1:100

2/ Proposed Rear Elevation 1:100



3/ Proposed Side Elevation 1:100

4/ Proposed Side Elevation 1:100

- 8.9 The surrounding area is characterised by predominantly detached and semi-detached two storey properties dating from the inter war period (along Bramley Avenue) and more contemporary styles along Ruxton Close including a small number of dwellings constructed circa 1990's and four detached dwellings of a light red and light tile hung red colour finish with hipped roofs. The proposal is therefore acceptable in terms of its massing.



View along Bramley Avenue (facing the site)



View of existing dwellings within Ruxton Close

- 8.10 The proposed houses would be set slightly back from the pavement with two parking spaces to the front of each dwelling. The proposed dwellings would be adjacent to a recently approved row of 4 detached dwellings. The proposal is a slightly different design, being a pair of semi-detached properties but shares many common features and design approach. Given the siting and orientation of the proposed dwellings and its relationship to the recently approved scheme, it is considered the proposed development would not have an impact on the rhythm of the street scene, and would act as the continuation of the road. The siting, scale, massing design, orientation and separation between the proposed development and neighbouring properties would not result in an overcrowded form of development with an overbearing appearance. Instead given its relationship to its surroundings and spatial separation between existing properties, its design, position and scale would be sympathetic to the local character and would therefore be acceptable in terms of its impact on the character of the area.

- 8.11 The development proposes the use of red stick bricks, red coloured clay hanging tiles to the gable and clay plain roof tiles. These would appear similar in appearance as per the recently approved adjacent scheme and would therefore respond to the local character and would have an acceptable visual impact. Full details would be secured by condition. The proposal includes soft landscaping to the rear and to the sides. This would provide a natural buffer between the proposed development and the surroundings. Further details can be secured by condition.
- 8.12 The dwellings would be afforded with generous sized rear gardens. As such, it is considered that the dwellings would thus help to reinforce the suburban environment of Coulsdon.
- 8.13 Given the site is within a residential area, the proposed development would not change the use of the site. Therefore the proposal would have an acceptable impact on the local community.

Housing Quality for Future Occupiers

- 8.14 The proposed dwellings should be designed in line with the standards set out in the Nationally Described Space Standards (NDSS) and the London Plan Housing SPG, particularly with regard to minimum floor space standards (including minimum sizes and widths for rooms/storage).
- 8.15 The standards require a 4 bedroom (7 person) dwelling over three floors (two plus accommodation within the roofspace) to have a gross internal floor area (GIA) of 121 SQM with 2.5 SQM of built in storage. The NDSS states that a single bedroom should have a GIA of 7.5 SQM for which the width of the room should be at least 2.15m in width. The first double bedroom should have a GIA of 11.5 SQM for which the width of the room should be at least 2.75m in width. All additional double bedrooms should measure 11.5 SQM and should have a width of at least 2.55m.
- 8.16 Unit one has a total GIA of 139.71 SQM and Unit two has a total GIA of 143.19 SQM, thereby exceeding the NDSS. Each of the dwellings has three double bedrooms exceeding 11.5 SQM and widths exceeding 2.75m. Each unit at first floor has a study. However these studies exceed 9SQM and as such are considered as part of this application as a single bedroom.
- 8.17 The dwellings are considered to have a reasonable level of outlook. The depth of the front area and the rear garden are enough to ensure that occupiers of the ground floor rooms would have an adequate level of outlook not limited by a boundary treatment in close proximity. The dwellings are dual aspect. The properties at first floor towards the front would be separated by at least 36.5m which is considered an acceptable distance to ensure the privacy of the occupiers of the new dwelling.
- 8.18 Standard 26 of the Mayor of London Housing SPG (2016) states that a minimum of 5SQM of outdoor space should be provided for a 1-2 person dwelling with at least 1

SQM per additional occupant. In this instance, the scheme should provide at least 10 SQM of private outdoor amenity space. In this instance, unit one has a private rear garden measuring 107.6 SQM and unit two has a rear garden measuring 101.1 SQM. This level of private outdoor amenity space is considered appropriate for these dwellings, exceeding the regional planning requirements.

- 8.19 A cycle store would be provided in the rear garden of each of the units. This is considered acceptable. It is recommended to secure details via condition. A refuse area would be provided to the side/front of each unit and a shared collection point along the road. It is recommended to secure details via condition.

Residential Amenity for Neighbours

- 8.21 Policy DM10.6 states the Council will not support development proposals, which would have an adverse effects on the amenities of the occupiers of adjoining buildings and Suburban Design Guide SPD states that new development should not negatively impact upon neighbouring properties.
- 8.22 The proposed development is not considered to breach a 45 degree line taken from the nearest adjacent habitable windows at No.16 Ruxton Close. The proposed front and rear building lines would not protrude the building lines of the neighbour to the east. The proposed front windows would be set over 30m from the rear habitable windows of No.52, 54 and 56 Bramley Avenue. Given this spatial separation there would be no undue overlooking towards these rooms.
- 8.23 It should be noted that land levels generally increase towards the north, which results in the properties along Ruxton Close being positioned at a slightly elevated position in comparison to Bramley Avenue. It should also be noted that the dwelling may be afforded with views over the rear gardens of properties along both Bramley Avenue and Ruxton Close. However this is not considered to be direct overlooking as set out in policy DM10 and the impact would be acceptable. There would be no overlooking towards the adjacent neighbours along Ruxton Close. The dwelling might provide a view over the rear garden of No.16 Ruxton, however this would not be too dissimilar to what has already been granted between No's 14 and 16 Ruxton etc. As such, there are no objections.
- 8.24 The nearest property at No.16 Ruxton Close has no habitable flank windows. The proposed development would have a flank bathroom window. This would be obscure glazed and would be conditioned to ensure it remains obscure glazed. As such, the proposal would have an acceptable impact on neighbouring residential amenity.



8.29 Officers are satisfied that the development would not have a significant impact in terms of noise and disturbance and would not introduce sufficient harm to substantiate a sustainable reason for refusal (in view of the current policy position). The Council do however have a code for construction sites "Code of Practice on the Control of Noise and Pollution from Construction Sites" which would be placed as an informative (in the event planning permission is granted) and a Construction Logistics Plan to be submitted as a pre-commencement condition.

Access and Parking

8.30 London Plan Policies T5 and T6.1 seek to ensure that an appropriate level of parking is provided in new developments. Policy SP8 of the Croydon Local Plan (2018) concerns traffic generation, sustainable travel and parking standards as does DM29.

8.31 The site is located within an area with a PTAL rating 1b which indicates a very poor level of accessibility to public transport links. 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 3 spaces. The proposal does provide slightly more parking than is required but on balance this is considered to be acceptable.

8.33 The development forms part of a recently approved and implemented scheme on Ruxton Close, which runs to the rear of properties along Bramley Road and is accessed via an access road which has existed for many years serving two developments. Bramley Road is not a classified road.

8.34 Amended plans have been received which demonstrate that a service vehicle can turn on the access road and has provided a footpath to improve the pedestrian environment for future residents. With regards to fire safety, if necessary provision can be made for a sprinkler system should there be issues with access to the site for a fire appliance the length that they can reverse. As such, a suitably worded fire safety management plan condition shall be imposed requiring details of a fire safety strategy.



Plan demonstrating vehicle tracking on an 8m van and a pedestrian foot path shown

8.36 It is acknowledged that the proposed dwellings would be more than 25 metres away from the bin storage area for collection days. The proposal consists of two dwellings only and there are no obstructions or steep level changes which would exacerbate the difficulties of bringing a bin to the collection point which is the collection point which serves the existing dwellings, which means refuse collection operatives would not have to travel any further than necessary to collect the bins. In this instance, this

arrangement is considered acceptable despite being slightly further than the requirements for residents to move their bins.

- 8.37 With regards to highway safety, being a cul de sac, vehicles travelling along Ruxton Close would generally be travelling slowly. The proposal would use the existing access point onto Bramley Avenue as does the remainder of the development. The proposal is for two dwellings. The proposed dwellings would not result in a significant increase in traffic and would not significantly impact on highways safety.
- 8.38 A condition shall be imposed to state that one electric parking space is provided per dwelling. It is recommended for this to be secured via condition.
- 8.39 Cycle stores would be provided in each garden. The number of spaces is considered acceptable. Details in relation to cycle provision/storage would be secured via a condition.
- 8.40 On balance, it is considered the proposal is a small scale development that would not introduce high levels of traffic movements Ruxton Close and Bramley Avenue. Weighing all highway matters, it is considered the proposed development would not have a detrimental impact on the highway network and the bin storage is acceptable.

Trees, Landscaping and Ecology

- 8.41 Policy G7 of the London Plan states “Trees and woodlands should be protected, maintained, and enhanced” and DM28 of the Croydon Local Plan 2018 seeks to protect and enhance the borough’s woodlands, trees and hedgerows.
- 8.42 The site is not covered by any Tree Preservation Order. No arboricultural objections to the proposal have been raised. It is recommended that a Tree Protection Plan should be secured via condition and the landscaping to be secured via condition.

Environment, Flooding and Sustainability

- 8.43 SP6.4 of the Croydon Local Plan 2018 - To ensure that the principles of sustainable drainage are incorporated into the development and to reduce the impact of flooding.
- 8.44 Representations have been received in respect of impact from flooding and poor drainage.
- 8.45 The application site falls within flood zone 1 which means it is at a low probability of fluvial flooding. The environment agency also states that the site is at a low risk of surface water flooding. Therefore the site is not at any risk of flooding. However to ensure the site does not result in flooding or to contribute to flood risk management, a SUDs condition shall be imposed to ensure the site can sufficiently drain its self.

- 8.46 Conditions can be attached to ensure that the mains water consumption would meet a target of 110 litres or less per head per day and 19% emissions. This is considered acceptable.
- 8.48 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 Borough, such as local schools.

Conclusions

- 8.53 The principle of residential development is considered acceptable within this area. The development has successfully been designed as a sympathetic and faithful development, relating well with the traditional dwellings found in the area. The development accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition of conditions the proposal would not have a significant effect on the adjacent properties and provides adequate amenity for future residents. The applicant has demonstrated that the proposal would have an acceptable impact on highway safety and the highway network. The proposal is considered to accordance with the relevant polices.
- 8.54 Whilst it is acknowledged there are other developments nearby, each application is judged on its own individual merits.
- 8.55 All other relevant policies and considerations, including equalities, have been taken into account.