

TRAN4 - Creating Coherent Networks for Cycling and for Walking

ENV3 – Design Quality

ENV5 – Flood Risk, Sustainable Drainage Systems / Urban Heat Island

ENV8 – Air Quality

SADD –

SAD H2 - Housing Windfalls

SAD EOS 9 - Urban Design Principles

- 12.2 In respect of CSP4 the design of the development is influenced by the context of the local area and would enhance the attributes the area offers in terms of its local character.
- 12.3 Infrastructure provision, in this case EVC bays, would be ensured by condition (DEL1).
- 12.4 Whilst land is identified and allocated in the development plan to meet the borough's sustainable housing growth, under policy HOU1 additional housing capacity will also be sought elsewhere through planning permissions on suitable sites. As such, this proposal would assist with providing much needed social housing within the borough.
- 12.5 The proposal meets the requirements of policy HOU2 in that it proposes a larger house type and size of accommodation which would be accessible by sustainable transport to residential services. The proposal would also achieve high quality design with minimal amenity impact.
- 12.6 Highways raise no objection to the traffic generation attributed to this development (TRAN2).
- 12.7 Sufficient amenity space is provided to allow for cycle parking provision (TRAN4).
- 12.8 The proposal raises no significant concerns in respect of design and is therefore compliant with policy ENV3 and SAD EOS 9.



- 12.9 Drainage can be addressed by the submission of further information (ENV5).
- 12.10 In respect of air quality (ENV8), electric vehicle charging points and low NOx boilers can be ensured by condition.
- 12.11 The proposed dwellings would be a windfall, subject to SAD H2. The proposal meets the requirement of the policy as it is previously developed land, suitable for residential development, and capable of meeting other development plan policies.

13. Material Considerations

13.1 National and local planning policy considerations have been referred to above in sections 11 and 12. With regards to the other material considerations, these are highlighted below:

13.2 **Layout and density of buildings / Design, appearance and materials**

As noted above, land levels are quite severe across the site; however, sufficient separation distance between the proposed dwellings on Higham's Close and on Pennant Road has been ensured in the design as to not significantly affect the privacy of future residents. I note comments made in respect of the 'high visual impact when viewed from nearby locations, particularly when travelling uphill'; however, existing development in the area has assimilated into the hillside and the proposal would continue this approach. It is notable that, whilst the rear of the properties would be visible on the approach up Moor Lane, the properties would be at a similar level to existing properties on this side of Higham's Close, and would not compete in height to existing properties on the opposite side - those properties would still be at a higher level than those proposed along Higham's Close. On balance, the dwellings would be proportionate in scale to those in the surrounding area and materials would be reserved by condition to ensure conformity with the existing built form. Whilst the properties would be four bed house types,



they would still be proportionate to existing dwellings, and the plots would be large enough to accommodate adequate internal living space, external amenity space and car parking.

13.3 Furthermore, the massing and scale of the dwellings and the positioning of them within the individual plots would not notably impact on light, outlook or privacy to the occupiers of adjacent properties.

13.4 **Access, highway safety, parking and servicing**

The development meets with the approval of the highway authority and parking spaces are in accordance with the requirements of council design guidance. I acknowledge the concerns of residents regarding parking; however, the development would address its own parking requirement and would not affect the existing parking strip which runs along the highway opposite the development site on Higham's Close. As stated above, the determination of the application must be based on the impact of the development, assessed against the council's own parking criteria, and whether it would create issues or exacerbate existing problems. I appreciate that some on-street parking would not be available at the section of highway immediate in front of the development on Higham's Close; but this is somewhat removed from properties further along Higham's Close in any case and would discourage hospital staff from parking along this section of the highway. Vehicular access to and egress from the properties would have good visibility and there are no evident highway safety issues which would compromise the scheme. Indeed, no concerns are raised by the highway authority who are ultimately responsible for the safety of highways across the borough.

13.5 I am aware that residents of Higham's Close have previously raised the issue of parking with the council. There is no reason why discussions with the council regarding this matter cannot continue, but the proposal cannot be used to bargain for residents parking, particularly as the development raises no significant concerns from a planning perspective.



14 Alternative Options

14.1 Refusal of the application is an option if there are material planning reasons for doing so. Given that no significant design or highway safety objections can be upheld against the proposal, it is considered that refusal of the application could not be justified from a planning perspective.

15 Implications

Resources:	When a planning application is refused the applicant has a right of appeal to the Planning Inspectorate.
Legal and Governance:	This application is submitted under the Town and Country Planning Act 1990.
Risk:	None.
Equality:	There are no equality issues arising from this proposal and therefore an equality impact assessment has not been carried out.
Health and Wellbeing:	None.
Social Value	N/A

16. Appendices

Site Plan

Context Plan

H8x-ZZ-AG(0-)08a-S2 P1

00-XX-AP(09)01-S2 P1

00-XX-AP(09)02-S2 P1



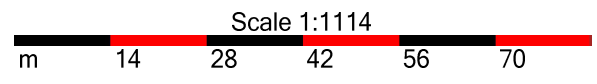
DC/22/66915

Land Corner Of Highams Close/Moor Lane/Pennant Road



Legend

Sc 1:1114



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Organisation	Not Set
Department	Not Set
Comments	Not Set
Date	07 July 2022
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