

Outbuildings:

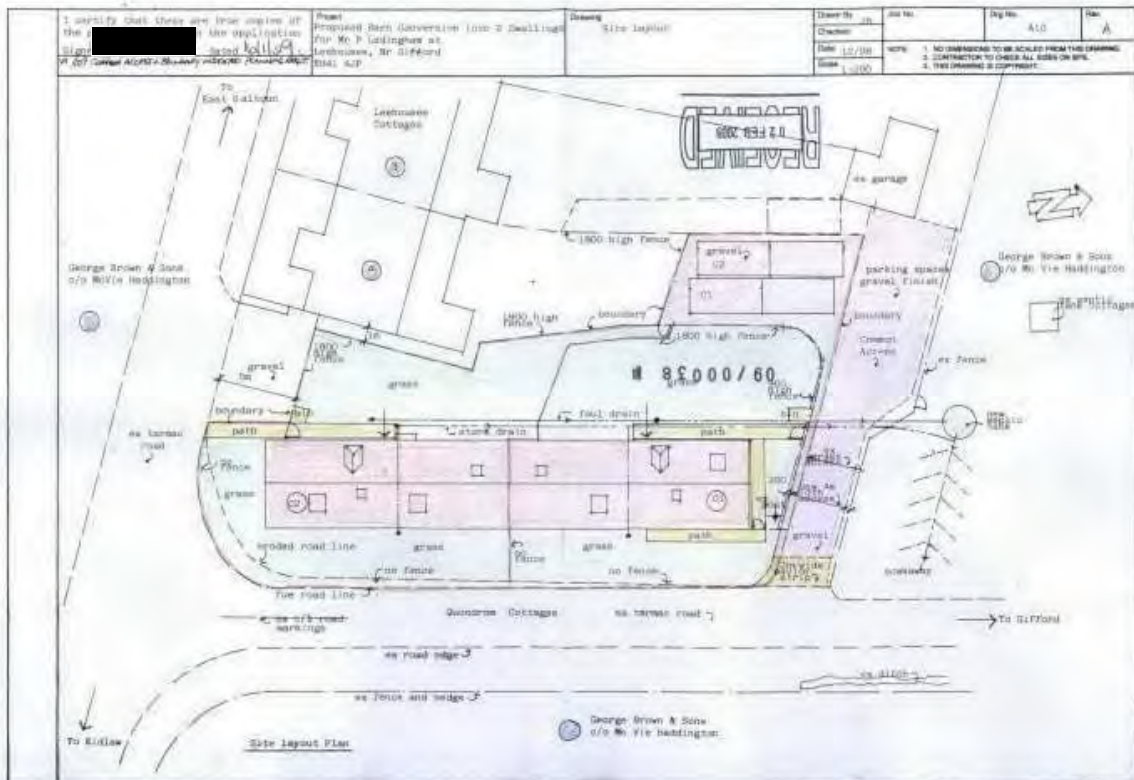
1. I used to [REDACTED] and be able to see the road and the woods and the hills. Now this is all I can see. To the left of the photograph you can see the old fence line. I fail to understand why the outbuilding could not have been built within this original fenced boundary. This obstruction of the view from the front of my house depreciates the value of my property. Mr Ledingham never explained to us what his intentions were which was extremely discourteous and inconsiderate. See attachment "Former view from [REDACTED] and Current view from [REDACTED]
2. To the road side of the original fence line used to be the location of Mr Ledingham's 2 designated parking areas, as per his original planning permission. The outbuilding now means that there is nowhere for him to park his vehicles so he parks them on the road. This means parking within a few feet of the junction and, combined with the fence, it means that the visibility has been even more severely reduced. There have been several pedestrians, cyclists and pets who have had near misses at this junction because it is impossible to see clearly any vehicles approaching the junction from any direction. See attachment "Planning 2012 parking" and "planning outbuilding parking".
3. The height of the structure is well over the 6 feet that is normally permissible for an outbuilding. It is also within a metre of my boundary fence, which is, as I understand it, again in breach of your planning regulations.
4. From my [REDACTED] all I can now see is the outbuildings they have put in, which seem to cover a large amount of space in their garden. They are all positioned as close to the boundary fence as they can be in order for them to maximise their garden space. While I appreciate they want a pleasant outdoor space, I don't see how it has to be to everyone else's detriment.

In summary, if Mr Ledingham was to reinstate his original parking area, as per his original planning permission, and reinstate his original fence line with the outbuilding within that fence line (again as per his planning permission), all issues with safety, road damage and land damage could be rectified. I cannot stress enough how dangerous the road is here now especially as the existing speed limit is 60mph. It is only a matter of time before someone is seriously injured.

Looking at Rule 9 of your planning guidelines it would seem that much of what Mr Ledingham is proposing is in contravention to your own planning regulations. Mr Ledingham was formerly a surveyor and well aware of what the rules and regulations are. There has never been an "confusion" about what he needed planning permission for (see page 1 of your application form) and everything he has done has been done knowing full well that he is contravening planning permission. This application states that the decking is "planned" - he has in fact started to install this in the last week, since his planning application was made and in full knowledge that he doesn't have planning permission.

I hope that the safety of the road, the appearance of the suggested changes and the fact that they are not in keeping with your regulations will result in this application being turned down.























From: [REDACTED]
Subject: [Environment Reception](#)
Date: 24/00845/P
04 April 2025 14:19:34

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

To whomever it concerns

I am writing to you with regard to the planning application submitted by Patrick Ledingham for 1 Quandrom Cottages, Haddington, EH41 4JP.

I am concerned the installation of the newly erected fence has negatively impacted the safety of the junction and has increased the risk for road users due to reduced width and visibility. Furthermore it has caused school children waiting on the bus to stand within the junction and has caused significant degradation of the road surface adjacent to the junction due to the offset turning lines taken by large vehicles. These reasons are explained further below:

- 1) The fence height and position has significantly reduced line of sight for road users when approaching the junction from the North-East. Cars must progress over the junction to gain adequate visibility, particularly of travelling down the hill from the North-West.
- 2) Construction of an out-building on the edge of the property has reduced car parking spaces for the property. This has resulted in regular parking of 2 cars directly outside the entrance of the property on the public road, regularly within 5 feet of the junction, and hindering the view of road users further (refer to attached figure 1). Additionally, cars are often parked on the opposite side of the junction, particularly when guests are visiting the property, which inhibits visibility in both directions (North-West and South-East as shown in figure 2). Prior to the erection of the fences, cars were parked within the boundary of the property and certainly without impacting the junction.
- 3) Large white stones have been placed by the owner on the road surface around the corner of the junction, outside the newly installed fence. These stones pose a significant hazard for drivers turning off the main road onto the minor road as they are unexpected and are not obvious due to limited visibility from parked cars. This has resulted in large vehicles accidentally striking the stones, with several instances of vehicles dragging the stones along the road. Fortunately these have been noticed and returned to their original position, however if they were not observed they would pose a significant further risk to road users.
- 4) There are four children in Leehouses who are collected by the school bus to [REDACTED] early in the morning. The bus stops outside the North-East side of 1 Quandrom Cottages. Before the fence was erected there was space for people to stand on the council-owned land outside number 1 and wait safely for their bus. Now the newly installed fence (which may exceed the property boundary) has forced them to either wait on the road itself, wait on the opposite side of the road which is an unkept verge and results in them crossing either in front of or behind the bus, or on the main road in front of the cottages which is a significantly busier road. During winter when the children are waiting in the dark, where they are at significantly more risk.
- 5) There is increasing degradation of the tarmac road surface and verges as a result of large vehicles having to take a much wider turning line as a result of the position of the fence and aforementioned stones. The reduced junction width has resulted in the owners of 1

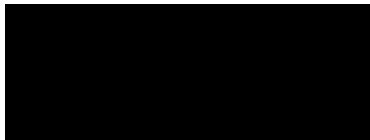
Quandrom Cottages *having* to move cars to allow large vehicles such as combine harvesters to turn into the junction. We live in a heavily farmed area, where combine harvesters, tractors with large implements and heavy goods vehicles pass the houses very regularly. All other residents generally accept this and try to prioritise supporting the local farmers.

While the fence is not really in keeping with the style of Leehouses, the property is not within a conservation area so there is no requirement for a specific specification or style of fence. What is an issue is the height and placement. If the fence went back to the boundary line and the stones were removed there would be more space for the children to wait safely for their bus and a much safer and user-friendly road junction. It doesn't, however, address the issue of the car parking as a result of the new out-building. If this was moved back to the original fence line, the owner originally had, there would be 2 car parking spaces and safe visibility at the junction.

I also believe that the planning application is incorrect when the owner has stated that there was only 1 parking space before the erection of the out-building. The owner had more than enough space for 2 cars, plus the grass outside his house (which is now fenced in) was used as parking. The current space left *can* accommodate 1 car if parked in parallel to the house, however it is never used as such.

Thank you for taking my comments into consideration.

Yours Sincerely



From: [McLeod, Graeme](#)
To: [Environment Reception](#); [Allan, James](#)
Cc: [King, Ian](#); [Greenshields, Marshall](#); [Taylor, Emma](#)
Subject: RE: TRANSPORT PLANNING RESPONSE: 24/00845/P-James Allan - Planning Consultation
Date: 05 March 2025 15:54:22

Proposal: Change of use of grass verge to form additional garden ground, erection of fencing and outbuildings, formation of hardstanding and decked areas, installation of air source heat pump, flue and solar panels (Part Retrospective) at 1 Quondrom Cottages Yester Gifford

Further to my previous consultation response, I can advise that I am withdrawing my previous objections to the application subject to the following conditions being placed on any consent that may be granted.

1. There shall be no obstruction to visibility above a height of 1.05 metres (above the adjoining road level) within the area bounded by a line 2.4 metres from the northern or north-eastern edge of the minor road (the U143 as it meets the C92) and a point or locus on the C92 public road, where inter-visibility is already restricted by the change in gradient and level of the C92. This point is located between (approximately) 60 and 90 metres to the west of the junction with the U143 public road.
2. The area of public road enclosed by a new boundary fence – described as New Grass Area - on drg.no.1QC-PL5 Rev.B shall be ‘Stopped Up’ as a public road, by means of a ‘Stopping Up Order’. A ‘Stopping Up Order’ is required to allow the enclosure of the public road to be deemed lawful. For clarity, the term Stopped Up and ‘Stopping Up Order’ is the process of removing a section or area of public road from the list of public roads and returning full liability to the lawful owner of the land, which East Lothian Council are permitted to make under the Roads (Scotland) Act 1984.

Regards

Graeme

Graeme McLeod

Transportation Planning Officer

Road Services

East Lothian Council

01620 827675

From: McLeod, Graeme

Sent: 25 October 2024 14:11

To: environment@eastlothian.gov.uk; Allan, James

Cc: King, Ian ; Greenshields, Marshall

Subject: TRANSPORT PLANNING RESPONSE: 24/00845/P-James Allan - Planning Consultation

EAST LOTHIAN COUNCIL ROAD SERVICES

From: Asset & Regulatory Manager

To: Service Manager, Planning

Proposal: Change of use of grass verge to form additional garden ground, erection of fencing and outbuildings, formation of hardstanding and decked areas, installation of air source heat pump, flue and solar panels (Part Retrospective) at 1 Quondrom Cottages Yester Gifford

I can confirm that I am objecting to this application.

The reasons for the objection are :-

- The applicant has erected a fence which could interfere with visibility to and from the adjacent junction to a minor road
- The applicant has taken possession of public road without authorisation and enclosed this area within the boundary of their property

Sent on behalf of IAN KING

ROAD SERVICES, ASSET & REGULATORY MANAGER

If telephoning, please ask for:

Graeme McLeod

Transportation Planning Officer

Road Services

East Lothian Council

01620 827675

-----Original Message-----

From: environment@eastlothian.gov.uk

Sent: Monday, October 14, 2024 10:48 AM

To: Transport Planning ; Greenshields, Marshall ; Barson, Thelma

Subject: 24/00845/P-James Allan - Planning Consultation

Please see attached document in relation to the following application: Change of use of grass verge to form additional garden ground, erection of fencing and outbuildings, formation of hardstanding and decked areas, installation of air source heat pump, flue and solar panels (Part Retrospective) at 1 Quondrom Cottages Yester Gifford Haddington

EH41 4JZ

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From: [Clark, Colin - EHO](#)
To: [Environment Reception](#)
Cc: [Allan, James](#)
Subject: RE: 24/00845/P-James Allan - Planning Consultation
Date: 16 October 2024 10:54:48

I refer to your consultation request of 14th October and would advise as follows.
In order to protect amenity of neighbours from noise associated with the operation of the proposed Air Source Heat Pump I would request the following condition be attached to any consent granted:

- Noise associated with the operation of the air source heat pump hereby approved shall not exceed Noise Rating curve NR20 at any octave band frequency between the hours of 2300-0700 and Noise Rating curve NR25 at any octave band frequency between the hours of 0700-2300 within any existing residential property. All measurements to be made with windows open at least 50mm.

Cheers

Colin

-----Original Message-----

From: Environmental Protection <envprot@eastlothian.gov.uk>
Sent: Monday, October 14, 2024 9:50 AM
To: Clark, Colin - EHO <cclark1@eastlothian.gov.uk>; Callow, Scott <scallow@eastlothian.gov.uk>
Subject: FW: 24/00845/P-James Allan - Planning Consultation
Colin - this ones got a grass verge

-----Original Message-----

From: environment@eastlothian.gov.uk <environment@eastlothian.gov.uk>
Sent: Friday, October 11, 2024 2:08 PM
To: Environmental Protection <envprot@eastlothian.gov.uk>
Subject: 24/00845/P-James Allan - Planning Consultation

Please see attached document in relation to the following application: Change of use of grass verge to form additional garden ground, erection of fencing and outbuildings, formation of hardstanding and decked areas, installation of air source heat pump, flue and solar panels (Part Retrospective) at 1 Quondrom Cottages Yester Gifford Haddington EH41 4JZ

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National Planning Framework 4

Policy 14



Liveable Places

Design, quality and place

Policy Principles

Policy Intent:

To encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.

Policy Outcomes:

- Quality places, spaces and environments.
- Places that consistently deliver healthy, pleasant, distinctive, connected, sustainable and adaptable qualities.

Local Development Plans:

LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the [six qualities of successful places](#). LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area. They should also identify where more detailed design guidance is expected, for example, by way of design frameworks, briefs, masterplans and design codes.

Planning authorities should use the Place Standard tool in the preparation of LDPs and design guidance to engage with communities and other stakeholders. They should also where relevant promote its use in early design discussions on planning applications.

Policy 14

- a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.
- b) Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.

Pleasant: Supporting attractive natural and built spaces.

Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.

Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.

Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

Further details on delivering the [six qualities of successful places](#) are set out in Annex D.

- c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

Quality homes

Policy Principles

Policy Intent:

To encourage, promote and facilitate the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland.

Policy Outcomes:

- Good quality homes are at the heart of great places and contribute to strengthening the health and wellbeing of communities.
- Provision of land in the right locations to accommodate future need and demand for new homes, supported by the appropriate infrastructure.
- More energy efficient, net zero emissions homes, supporting a greener, fairer and more inclusive wellbeing economy and community wealth building, tackling both fuel and child poverty.

Local Development Plans:

LDPs are expected to identify a Local Housing Land Requirement for the area they cover. This is to meet the duty for a housing target and to represent how much land is required. To promote an ambitious and plan-led approach, the Local Housing Land Requirement is expected to exceed the 10 year [Minimum All-Tenure Housing Land Requirement \(MATHLR\)](#) set out in Annex E.

Deliverable land should be allocated to meet the 10 year Local Housing Land Requirement in locations that create quality places for people to live. Areas that may be suitable for new homes beyond 10 years are also to be identified. The location of where new homes are allocated should be consistent with local living including, where relevant, 20 minute neighbourhoods and an infrastructure first approach. In rural and island areas, authorities are encouraged to set out tailored approaches to housing which

reflect locally specific market circumstances and delivery approaches. Diverse needs and delivery models should be taken into account across all areas, as well as allocating land to ensure provision of accommodation for Gypsy/Travellers and Travelling Showpeople where need is identified.

The LDP delivery programme is expected to establish a deliverable housing land pipeline for the Local Housing Land Requirement. The purpose of the pipeline is to provide a transparent view of the phasing of housing allocations so that interventions, including infrastructure, that enable delivery can be planned: it is not to stage permissions. Representing when land will be brought forward, phasing is expected across the short (1-3 years), medium (4-6 years) and long-term (7-10 years). Where sites earlier in the deliverable housing land pipeline are not delivering as programmed, and alternative delivery mechanisms identified in the delivery programme are not practical, measures should be considered to enable earlier delivery of long-term deliverable sites (7-10 years) or areas identified for new homes beyond 10 years. De-allocations should be considered where sites are no longer deliverable. The annual Housing Land Audit will monitor the delivery of housing land to inform the pipeline and the actions to be taken in the delivery programme.

Policy 16

- a) Development proposals for new homes on land allocated for housing in LDPs will be supported.
- b) Development proposals that include 50 or more homes, and smaller developments if required by local policy or guidance, should be accompanied by a Statement of Community Benefit. The statement will explain the contribution of the proposed development to:
 - i. meeting local housing requirements, including affordable homes;
 - ii. providing or enhancing local infrastructure, facilities and services; and
 - iii. improving the residential amenity of the surrounding area.

- c) Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. This could include:
- self-provided homes;
 - accessible, adaptable and wheelchair accessible homes;
 - build to rent;
 - affordable homes;
 - a range of size of homes such as those for larger families;
 - homes for older people, including supported accommodation, care homes and sheltered housing;
 - homes for people undertaking further and higher education; and
 - homes for other specialist groups such as service personnel.
- d) Development proposals for public or private, permanent or temporary, Gypsy/Travellers sites and family yards and Travelling Showpeople yards, including on land not specifically allocated for this use in the LDP, should be supported where a need is identified and the proposal is otherwise consistent with the plan spatial strategy and other relevant policies, including human rights and equality.
- e) Development proposals for new homes will be supported where they make provision for affordable homes to meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes, unless the LDP sets out locations or circumstances where:
- a higher contribution is justified by evidence of need, or
 - a lower contribution is justified, for example, by evidence of impact on viability, where proposals are small in scale, or to incentivise particular types of homes that are needed to diversify the supply, such as self-build or wheelchair accessible homes.
- The contribution is to be provided in accordance with local policy or guidance.
- f) Development proposals for new homes on land not allocated for housing in the LDP will only be supported in limited circumstances where:
- the proposal is supported by an agreed timescale for build-out; and
 - the proposal is otherwise consistent with the plan spatial strategy and other relevant policies including local living and 20 minute neighbourhoods;
 - and either:
 - delivery of sites is happening earlier than identified in the deliverable housing land pipeline. This will be determined by reference to two consecutive years of the Housing Land Audit evidencing substantial delivery earlier than pipeline timescales and that general trend being sustained; or
 - the proposal is consistent with policy on rural homes; or
 - the proposal is for smaller scale opportunities within an existing settlement boundary; or
 - the proposal is for the delivery of less than 50 affordable homes as part of a local authority supported affordable housing plan.
- g) Householder development proposals will be supported where they:
- do not have a detrimental impact on the character or environmental quality of the home and the surrounding area in terms of size, design and materials; and
 - do not have a detrimental effect on the neighbouring properties in terms of physical impact, overshadowing or overlooking.
- h) Householder development proposals that provide adaptations in response to risks from a changing climate, or relating to people with health conditions that lead to particular accommodation needs will be supported.

East Lothian Local Development Plan 2018

Policy DP2

Policy DP2: Design

The design of all new development, with the exception of changes of use and alterations and extensions to existing buildings, must:

1. Be appropriate to its location in terms of its positioning, size, form, massing, proportion and scale and use of a limited palette of materials and colours that complement its surroundings;
2. By its siting, density and design create a coherent structure of streets, public spaces and buildings that respect and complement the site's context, and create a sense of identity within the development;
3. Position and orientate buildings to articulate, overlook, properly enclose and provide active frontages to public spaces or, where this is not possible, have appropriate high quality architectural or landscape treatment to create a sense of welcome, safety and security;
4. Provide a well connected network of paths and roads within the site that are direct and will connect with existing networks, including green networks, in the wider area ensuring access for all in the community, favouring, where appropriate, active travel and public transport then cars as forms of movement;
5. Clearly distinguish public space from private space using appropriate boundary treatments;
6. Ensure privacy and amenity, with particular regard to levels of sunlight, daylight and overlooking, including for the occupants of neighbouring properties;
7. Retain physical or natural features that are important to the amenity of the area or provide adequate replacements where appropriate;
8. Be able to be suitably serviced and accessed with no significant traffic or other environmental impacts.

Policy DP5

Policy DP5: Extensions and Alterations to Existing Buildings

All alterations and extensions to existing buildings must be well integrated into their surroundings, and must be in keeping with the original building or complementary to its character and appearance. Accordingly such development must satisfy all of the following criteria:

1. It must not result in a loss of amenity with neighbouring uses or be harmful to existing residential amenity through loss of privacy from overlooking, or from loss of sunlight or daylight;
2. For an extension or alteration to a house, it must be of a size, form, proportion and scale appropriate to the existing house, and must be subservient to and either in keeping with or complementary to the existing house;
3. For an extension or alteration to all other buildings, it must be of a size, form, proportion and scale appropriate to its surroundings and, where the existing building has architectural merit be in keeping with or complement that existing building;

Development that does not comply with any of the above criteria will only be permitted where other positive planning and design benefits can be demonstrated.

Policy T2

Policy T2 : General Transport Impact

New development must have no significant adverse impact on:

- Road safety;
- The convenience, safety and attractiveness of walking and cycling in the surrounding area;
- Public transport operations in the surrounding area, both existing and planned, including convenience of access to these and their travel times;
- The capacity of the surrounding road network to deal with traffic unrelated to the proposed development; and
- Residential amenity as a consequence of an increase in motorised traffic.

Where the impact of development on the transport network requires mitigation this will be provided by the developer and secured by the Council by planning condition and / or legal agreement where appropriate.