



**REGULATORY  
SERVICES  
COMMITTEE**

**REPORT**

25 August 2011

**Subject Heading:**

**P1036.11 – Land to the rear of nos. 1-13  
Hamilton Drive, Harold Wood**

**Demolition of existing garages and the  
construction of a detached three  
bedroom house with associated hard  
and soft landscaping (Application  
received 6<sup>th</sup> July 2011)**

**Report Author and contact details:**

**Helen Oakerbee (Planning Control  
Manager) 01708 432800**

**Policy context:**

**Local Development Framework  
London Plan  
National Planning Policy**

**Financial summary:**

**None**

**The subject matter of this report deals with the following Council Objectives**

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This application relates to the construction of a detached house on a Council owned vacant garage site. The planning issues are set out in the report below and

cover the principle of the development, design and site layout, impact upon amenity and highways/parking issues. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

## RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions:

1. Time limit - The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Accordance with plans - The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

3. Car parking - Before the dwelling hereby permitted is first occupied, the areas set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority. The parking areas shall be retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason: To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC33.

4. Materials - Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the

development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

5. Landscaping - No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

6. Cycle storage - Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC36.

7. Boundary treatment - Prior to the commencement of the development hereby approved, details of proposed boundary treatment, including details of all boundary treatment to be retained and that to be provided, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be carried out in accordance with the agreed details and the boundary treatment retained thereafter.

Reason: In the interests of privacy and amenity and to accord with Policies DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

8. Hours of construction - No construction works or constructed related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or constructed related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

9. Construction methodology - Before development is commenced, a scheme shall be submitted to and approved in writing by the local planning authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:
- a) parking of vehicles of site personnel and visitors;
  - b) storage of plant and materials;
  - c) dust management controls
  - d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
  - e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the local planning authority;
  - f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the local planning authority; siting and design of temporary buildings;
  - g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
  - h) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

10. Land contamination - Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;
- a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.
  - b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A - Remediation Statement which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a "Validation Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, "Land Contamination and the Planning Process".

Reason: To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

11. Sound attenuation - The dwelling hereby permitted shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise and 62 L'nT,w dB (maximum values) against impact noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 'Planning and Noise'.

12. No additional flank windows - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), no window or other opening (other than those shown on the approved plans), shall be formed in the flank walls of the dwelling hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future.

13. Removal of Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2008, Article 3, Schedule 2, Part 1, Classes A to D, no enlargements, improvements or other alteration shall take place to the dwellinghouse unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason: In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61

## **INFORMATIVES**

1. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering will require a agreement/licence and the applicant must contact the StreetCare Service (Traffic and Engineering section) to commence the submission/licence approval process.
2. In promoting the delivery of safer, stronger, sustainable places the Local Planning Authority fully supports the adoption of the principles and practices of Crime Prevention Through Environmental Design and Designing against Crime. Your attention is drawn to the free professional service provided by the Police Crime Prevention Design Advisor through Havering Development and Building Control Service or Romford Police Station. He is able to offer qualified designing out crime advice, which takes account of local conditions and risks.
3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.
4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.
5. Reason for Approval:

The proposal is considered to be in accordance with Policies CP1, CP2, CP9, CP10, CP15, CP17, DC2, DC3, DC11, DC32, DC33, DC34, DC35,

DC36, DC40, DC53, DC56, DC58, DC59, DC60, DC61 and DC63 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document as well as the provisions of Policies 3.3, 3.4, 3.5, 6.3, 6.9, 6.10, 6.13, 7.2, 7.3 and 7.4 of the London Plan.

## REPORT DETAIL

### **1. Site Description**

- 1.1 The application site is situated to the western end of Hamilton Drive to the rear of nos. 1 to 13 Hamilton Drive. The site is presently occupied by a garage court, which contains 25 garages and an associated area of hard surfacing. The site has an area of 0.08 hectares. The application site is located within a predominantly residential area with two storey housing being the predominant housing type in the locality. To the north west the site is bounded by the railway and land owned by Network Rail. To the east the site is bounded by the rear garden areas of nos. 1 to 13 Hamilton Drive. The west / south site boundary is formed of the rear garden areas of nos. 119 to 125 Southend Arterial Road. Hamilton Drive is subject to a single yellow line parking restriction, which is in operation between 10.30am and 11.30am Monday to Friday.

### **2. Description of Proposal**

- 2.1 The application seeks full planning permission for the demolition of the existing garages on site and the construction of a single detached house containing three bedrooms and a detached double garage.
- 2.2 The proposed building would be positioned on the site fronting onto Hamilton Drive and set back from the front boundary by 14 metres. The proposed building would be covered by a range of hipped roofs with a single flat roof terrace area. Exterior materials are indicated as being white render and terracotta clay hung tiles to the elevations. The roof would be finished with concrete roof tiles of a natural finish. The proposed building would measure 11 metres in width at the greatest point and projecting into the site by 23.3 metres. The proposed building would be 3.1 metres in height to the eaves with varying ridge heights of 4.5 metres and 6.6 metres.
- 2.3 The proposed detached double garage would be positioned towards the western site boundary set 11 metres back from the front boundary. The garage would be 8.1 metres in width by 5.7 metres in depth. The garage would be 2.3 metres in height to the eaves and 4.5 metres in height to the ridge. The garage would also contain a refuse storage area and a utility room. The garage would be finished with white render and terracotta clay hung tiles to the elevations. The roof would be finished with concrete roof tiles of a natural finish. A large driveway area is indicated to the front of the building in addition to the double garage. Access into the site would continue to be taken from Hamilton Drive via an existing vehicular crossover.

### **3. Relevant History**

3.1 P0560.11 – Demolition of existing garages and the construction of a three bedroom detached house - Refused.

3.2 The above application, which was submitted in April 2011, was refused in June 2011 under delegated powers for the following reason;

- *The proposed development would, by reason of its height, bulk, mass and position close to the boundary of the site, be an intrusive and unneighbourly development as well as having an adverse effect on the amenities of adjacent occupiers contrary to Policy DC61 of the LDF Development Control Policies Development Plan Document.*

3.3 This current application seeks to overcome those reasons for refusal. In order to address the concerns raised by staff previously the proposed house has been moved further away from the boundary with neighbouring properties and the portion of roof nearest the boundary has been re-profiled to be a lesser overall height.

### **4. Consultations/Representations**

4.1 Neighbour notification letters have been sent to 22 adjoining addresses with one letter of representation being received. The letter raises no objection to a house being built on the site in principle but raises a concern about the potential for overlooking and a loss of privacy. The letter also highlights existing parking problems within the vicinity.

4.4 The London Fire and Emergency Planning Authority raise no objection to the proposal.

4.5 The Borough Crime Prevention Design Advisor recommends that an informative be imposed concerning the Secure by Design award scheme.

### **5. Relevant Policies**

5.1 Policies CP1 (housing supply), CP2 (sustainable communities), CP9 (reducing the need to travel), CP10 (sustainable transport), CP15 (environmental management), CP17 (design), DC2 (housing mix and density), DC3 (housing design and layout), DC11 (non-designated sites), DC32 (the road network), DC33 (car parking), DC34 (walking), DC35 (cycling), DC36 (servicing), DC40 (waste recycling), DC53 (contaminated land), DC56 (light), DC58 (biodiversity and geodiversity), DC59 (biodiversity in new developments), DC61 (urban design) and DC63 (crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are material planning considerations.

5.2 The Supplementary Planning Document for Residential Design is a material consideration as is the Supplementary Planning Document for Sustainable Design and Construction.



- 5.3 Policies 3.3 (increasing housing supply), 3.4 (optimising housing potential), 3.5 (quality and design in housing developments), 6.3 (assessing affects of development on transport capacity), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.2 (an inclusive environment), 7.3 (designing out crime) 7.4 (local character) of the London Plan are relevant.
- 5.4 National policy guidance set out in Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Statement 3 'Housing', Planning Policy Statement 9 'Biodiversity and Geological Conservation' and Planning Policy Guidance Note 13 'Transport' are also relevant.

## **6. Staff Comments**

6.1 This proposal is put before the Committee due to the application site being in Council ownership. The issues arising from this application are the principle of development, the layout and density of the development, design and street scene issues, impact on amenity, parking and highway issues, sustainability and community safety.

### 6.2 Principle of Development

6.2.1 The application site is previously developed land within a predominantly residential area. The site is considered to be suitable in principle for residential development in accordance with Policy CP1, subject to the detailed design of the proposals. The proposed residential redevelopment of the site would contribute to the London Plan objective of increasing the overall supply of housing specifically relevant is Policy 3.3.

6.2.2 Government guidance relating to sustainable development is contained within PPS1. This document refers in particular to the need to locate new development on land within existing urban areas. With reference to housing and sustainability local planning authorities are encouraged to make effective use of land within urban areas. Members may agree therefore that the redevelopment of the site would contribute to the principles of urban regeneration and sustainability.

6.2.3 Borough wide a number of Council owned sites are coming forward for redevelopment. The majority of these sites are underused or derelict garage courts many of which have become a target for anti-social behaviour. In the case of this site only 2 of the garages on site have been occupied over the past two years. Having regard to the low occupancy rate of the garages staff raise no objection in principle to their loss. The potential for displacement parking is considered under the parking and highways section of this report.

6.2.4 In the event that Staff are minded to grant planning permission it is recommended that a condition be imposed requiring an investigation of any potential contamination of the site.

### 6.3 Density and Site Layout

- 6.3.1 Policy DC2 seeks to guide a higher density of development to those parts of the Borough having good access to public transport. In this instance, the application site falls within a PTAL zone where a density of 30-50 units per hectare is anticipated. The proposed development would provide a single dwelling and would result in a density of 12.5 units per hectare. The proposed development would result in a density of development below the anticipated density range however staff consider this to be acceptable given the nature and shape of the site. Staff are of the view that the proposal would make an efficient use of urban land in accordance with PPS3.
- 6.3.2 The proposed dwelling would be arranged on the site so as to allow the provision of some landscaped areas to the front of the building with a private amenity area being located to the rear of the building. Staff are of the view that the proposed site layout and plot size would be compatible with the existing street scene and local character.
- 6.3.3 In respect of amenity space the Supplementary Planning Document (SPD) for Residential Design does not prescribe fixed standards for private amenity space or garden depths unlike previous guidance. Instead the SPD places emphasis on new developments providing well designed quality spaces that are usable. In this instance the proposed dwelling would benefit from a private rear garden area of circa 380 square metres arranged to the side and rear of the building. Staff are of the view that the proposed rear garden area is acceptable in terms of size and layout. Staff are of the view that the proposed rear garden area would be compatible with local character. The proposed garden space would provide the property with a useable external space for day to day activities such as outdoor dining, clothes drying and relaxation. In addition to the ground floor garden space a separate roof terrace is proposed. The impact of this roof terrace upon adjoining occupiers is explored below.
- 6.3.4 The proposed layout plan indicates a scheme of hard and soft landscaping to the front of the proposed houses. In the event that Staff are minded to grant planning permission a landscaping condition could be imposed to secure further details including plant types and surfacing materials.

#### 6.4 Design/Impact on Street scene

- 6.4.1 The character of the area is typified for the most part by two storey housing of varied architectural style and design. Whilst dwellings of the nature proposed are uncommon within the locality staff are of the view that the proposal would not be harmful to the existing character of the area. The proposed dwelling would be of traditional design and form which staff consider would integrate successfully into the urban grain. The application site is flanked by the rear garden areas of adjoining properties with a fairly limited street frontage. In view of this the proposed building would not be readily visible from within the street scene. Indeed the proposed dwelling would be set back 14 metres from the frontage with Hamilton Drive thus reducing its presence further within this street scene. The proposed garage would be closer to the front site boundary however it would still maintain a

set back of 11 metres. Staff are of the view that the garage would have an acceptable impact on the street scene.

6.4.2 Staff are of the view that the design and appearance of the proposed dwelling and detached garage are of an acceptable quality, in accordance with relevant guidance. The proposed buildings would utilise a mixture of materials including coloured render, hanging tiles, concrete roof tiles and aluminium-framed windows. Staff are of the view that the proposed materials would be compatible with those to be found on neighbouring dwellings. In any event full details and samples of materials can be controlled by condition should staff be minded to grant planning permission.

6.4.3 Policy 3.5 of the London Plan advises that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. To this end Policy 3.5 seeks that new residential development conforms to minimum internal space standards set out in the plan. This proposal is for a single house containing three bedrooms. The London Plan advises that a house type of that proposed should provide at least 96 square metres of internal floor space. In this instance the proposed house would have an internal floor area in excess of the amount advised. Staff consider therefore that the proposal would provide a reasonable quality living environment for future occupiers.

6.4.4 The proposed site layout indicates that a fairly large hard surfaced driveway would be provided to the front of the building. Staff are of the view that a refusal of the application on these grounds would be difficult to sustain given that the existing garage court is already hard surfaced throughout.

6.4.5 The design of the proposed dwelling is such that it would be fully accessible to those with disabilities in being built to meet the Lifetime Homes standard. The proposal is considered to accord with Policy DC7 in this respect and would provide residential accommodation to meet the needs of individuals throughout their lives through changing circumstances.

6.4.6 Policy DC63 requires proposals to address safety and security in the design of new development. The proposal is considered to be acceptable in this respect.

## 6.5 Impact on Amenity

6.5.1 The main component of the proposed dwelling would be sited fairly centrally on the application site beyond the rear of no. 7 Hamilton Drive. A portion of the building would however extend off of this main component and run rearwards parallel with the northern site boundary. The proposed detached garage would be sited against the west / south boundary beyond the rear of no. 125 Southend Arterial Road.

6.5.2 The proposed dwelling would be removed from the west / south site boundary with nos. 119 to 125 Southend Arterial Road by a distance of 7.5 metres increasing to 16 metres at the greatest point. The proposed building would achieve a flank to back relationship with those properties in Southend

Arterial Road and a separation distance of 23 metres would be achieved to the rear nearest property at no. 121. Staff consider that this relationship is acceptable. The proposed detached garage would be sited within 0.2 metres of the rear boundary with no. 125 Southend Arterial Road. The proposed garage would be 2.3 metres in height at the eaves and 4.5 metres to the ridge of a hipped roof. The eaves height of the garage would result in the majority being capable of screening by a conventional boundary fence. The majority of the garage beyond fence height would slope away from the neighbouring property reaching its maximum height approximately 3.5 metres from the boundary. The garage would be sited at least 17 metres from the rear main wall of no. 125. Staff are of the view that the proposed garage would not be harmful to the amenity of adjoining occupiers.

- 6.5.3 The proposed dwelling would be predominantly sited to the north east side of the site resulting in development being introduced beyond the rear of nos. 5 to 13 Hamilton Drive. The previous application was refused on the basis that the combined length, height and resultant bulk of the house would be harmful to the amenity of the aforementioned adjoining properties. This current proposal has been revised with the proposed house being moved further away from the boundary and the portion of roof nearest to the boundary being significantly lowered. The proposed dwelling would be removed from the boundary by between 1.5 and 2 metres. At the closest point the proposal would result in a separation distance of 14.5 metres with the nearest adjoining property. The proposed dwelling would have an eaves height of 3.1 metres increasing to a ridge height of either 4.5 metres or 6.6 metres. Staff are of the view that the revisions made to the proposal now mean that the proposed dwelling would have an acceptable relationship with adjoining properties.
- 6.5.4 The elevation of the proposed building facing nos. 5 to 13 Hamilton Drive would include four windows at ground floor level. These would be capable of screening by the existing boundary fence. Within the roof slope of the proposed house would be eight roof windows. These would serve void areas to provide light to the rooms below and as such it would not be possible for people to stand and look out.
- 6.5.5 To the opposite side of the building the elevation facing nos. 119 to 125 Southend Arterial Road would include a number of ground floor windows and several large glazed doors. The proposed openings would be removed from the boundary and capable of screening by a boundary fence. To the upper floor the portion of the building nearest to the boundary would include seven roof windows. As above these windows would provide light to void areas, which would afford light to the rooms below.
- 6.5.6 A single roof terrace area is proposed within the rear roof slope of the building facing into the rear garden area. The terrace area would not be visible from adjoining garden areas to the north as it would be screened by the proposed roof. The terrace area would be removed from the boundary to the south by 9 metres. Staff are of the view that the separation of the proposed roof terrace from the boundary would be sufficient to prevent overlooking.

6.5.7 Staff are of the view that the impact of general activity within the site, as a result of this proposal, would not be materially harmful to residential amenity when compared to traffic and activity generated by the original use of the site as garaging.

## 6.6 Sustainability

6.6.1 Through the policies of the Local Development Framework the Council is seeking to address climate change by encouraging the highest standards of sustainable construction and design in new development proposals. The proposed development would make use of modern sustainable design techniques, materials and construction methods. The proposed development aims to gain Code Level 3 for Sustainable Homes.

## 6.7 Parking and Highway Issues

6.7.1 The Council's Housing Service has advised that at the present time only two of the existing garages on site are occupied. The loss of the garages has the potential therefore to result in some limited displacement of vehicles onto the highway. Staff from the Council's Housing Department have spoken with the two existing tenants concerning the loss of the garages and they both have no objections as they are blue badge holders and are able to park elsewhere on street at any time. In any event staff are of the view that sufficient capacity exists in the locality to accommodate any displaced parking from the loss of the garages.

6.7.2 Access for the proposed dwelling would be taken from Hamilton Drive via the existing vehicular crossover. The proposed access arrangements are considered to be acceptable and would not result in any adverse highways issues. In respect of parking issues Policy DC33 seeks to ensure that the proposal provides adequate car parking on site. The Council's adopted car parking standard recommends the provision of 1.5-2 spaces per unit in this location. In this instance the proposal would see the provision of two garage spaces with further space available on a driveway area for a further 4 to 6 cars. Staff raise no objection on parking grounds. Policy DC35 seeks to ensure that cycle storage provision is made within new development to encourage alternative means of travel. Although provision is not indicated on the submitted plans this could be secured via a planning condition.

6.7.3 Policy DC40 advises that planning permission will only be granted for developments where suitable waste and recycling storage facilities are provided. In this case it is envisaged that refuse and recycling would be stored within the detached garage. On collection day occupiers would place their sacks at the front boundary of the site for roadside collection. Staff are of the view that these arrangements are acceptable however in the event that staff are minded to grant planning permission a condition requiring further details in this respect could be imposed.

## **7. Conclusion**

- 7.1 In conclusion, residential development on the site is considered to be acceptable in principle and no objections are raised to the loss of the existing garages. The proposal is considered to be acceptable in terms of design and impact on the street scene. Staff are of the view that the proposed house would have an acceptable relationship to adjoining properties and would provide suitable amenity provision for future occupiers. The development is also considered to be acceptable in respect of parking and highway issues. It is therefore recommended that planning permission be granted subject to conditions.

### **IMPLICATIONS AND RISKS**

#### **Financial implications and risks:**

This report concerns only material planning issues. Any land transaction between the applicant and the Council is dealt with independently.

#### **Legal implications and risks:**

This application is considered on merits and independently from the Council's interest as owner of the site.

#### **Human Resources implications and risks:**

None.

#### **Equalities implications and risks:**

The proposed dwelling would be constructed to meet the Lifetime Homes Standard which means that they would be easily adaptable in the future to meet the changing needs of occupiers.

### **BACKGROUND PAPERS**

Application form, plans and supporting statements received on 6<sup>th</sup> July 2011.