



**REGULATORY
SERVICES
COMMITTEE**

REPORT

27 October 2011

Subject Heading:

**P1378.11 – Garage court to the rear of
34 – 68 Heaton Avenue and Chaucer
Road, Romford**

**Redevelopment of the site for 5 No.
dwellings with associated parking**

**(Application received 7th September
2011)**

Report Author and contact details:

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Policy context:

Local Development Framework

Financial summary:

None

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

Ensuring a clean, safe and green borough	[X]
Championing education and learning for all	[]
Providing economic, social and cultural activity in thriving towns and villages	[]
Value and enhance the life of our residents	[]
Delivering high customer satisfaction and a stable council tax	[]

SUMMARY

This application relates to a Council owned garage court. The application proposes the redevelopment of the site for the erection of 5 No. dwellings with associated parking.

The planning issues are set out in the report below and cover the principle of the development, impact on streetscene, residential amenity and highways/parking. 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 Development Control Policies Development Plan Document Policy DC61.

3) Parking standards: Before the building(s) hereby permitted is first occupied, provision shall be made for 10 No. off-street car parking spaces for use by the dwellings on Plots 1 – 5 and thereafter this provision and the turning area shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that adequate car parking provision is made off street in the interests of highway safety.

4) Materials: The materials used in the construction of the development hereby permitted shall be Hanson Clumber Red bricks for walls and Marley Eternit Modern Interlocking Tile (Smooth Grey) for roof tiles in accordance with the details supplied on Drawing No. 8430-18A-1002 and 8430-18A-1001 (received 7th September 2011), unless otherwise agreed and approved in writing by the Local Planning Authority.

Reason:

To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

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 Development Control Policies Development Plan Document Policy DC61

6) Standard flank wall condition: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, no window or other opening (other than those shown on the submitted plan,) shall be formed in the flank wall(s) of the building(s) 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, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

7) Obscure glazed window: The proposed windows on 1st floor level to the north elevation of the dwelling on Plot 2 and south elevation of the dwelling on Plot 1 serving the bathroom of each dwelling, the window on 1st floor level to the north elevation of the dwelling on Plot 3 serving the bathroom and the window on 1st floor level to the south elevation of the dwelling on Plot 5 serving the landing area shall be permanently glazed with obscure glass and shall remain permanently fixed shut and thereafter be maintained to the satisfaction of the Local Planning Authority, in order that the development accords with Policy DC61 of the LDF.

Reason:

In the interests of privacy.

8) Cycle storage: Before the building(s) hereby permitted is first occupied, provision shall be made on Plot 1 to 5 for 2 x No. cycle storage spaces to each plot in accordance with the approved plans (Drawing Nr. 8430-18A-1000, received 7th September 2011) and thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

9) Hours of Construction: No construction works or construction 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 construction 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 Development Control Policies Development Plan Document Policy DC61.

10) Construction Methodology Statement: 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 Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) 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 the Development Control Policies Development Plan Document Policy DC61.

11) Highways Licence Agreement: The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of the development.

Reason:

To ensure the interests of the travelling public and are maintained and comply with policies of the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

12) Secured by Design: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation might be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA

Reason:

In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF

13) Noise insulation: The building(s) shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne 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" 1994.

14) Refuse and recycling: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority.

Reason:

In the interests of amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61

15) Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, no extensions, roof extensions, roof alterations or outbuildings shall take place 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. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC33 and DC61 of the LDF Development Control Policies Development Plan Document.

2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority 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 licence and the applicant must contact StreetCare, Traffic and Engineering on 01708 433750 to commence the Submission / Licence Approval process.

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. With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
6. In aiming to satisfy Condition 12 the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA is available free of charge through Havering Development and Building Control or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ." It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).
7. With regards to water supplies for fire fighting, to adequately cover the potential risk at this development, one additional private fire hydrant is required by the London Fire Brigade. The fire hydrant is to be numbered P112055 and should conform to BS750:2006 and the hydrant indicator plate to BS3251:1976. The hydrant is to be served by a 100mm main and should be clear of all obstructions and be laid level with the surrounding area.

REPORT DETAIL

1. Site Description

- 1.1 The application site is a garage court located to the north of Heaton Avenue, to the rear of Nos. 34 – 68 Heaton Avenue and south of Nos. 1 – 9 Chaucer Road. Ground levels on the site is generally level although there is a slight rise in levels to the south. The site has an overall area of approximately 1664sq metres. There are currently 19 garages on the site with the remainder of the site covered in hardstanding. Access to the site is from Heaton Avenue and Chaucer Road.
- 1.2 The character of the surrounding area is mixed with single storey bungalows to the east with a mixture of 2-storey flats and dwellings to the south, north and west. The built form comprise a mix of materials including render, buff and red bricks with brown roof tiles. Dwellings in the vicinity mainly have mansard roof designs.

2. Description of Proposal

- 2.1 The application seeks permission to redevelop the site for the construction of 5 No. dwellings of which 4 would be semi-detached and 1 detached.
- 2.2 The Plot 1 and 2 would have a pair of semi-detached dwellings. Each dwelling would have a width of 6.3m which would give the building a total width of 12.6m and a depth of 10.2m. The building would be 2-storey in height with a pitched roof and gable ends to a ridge height of 8.4m, 4.9m to the eaves. On ground floor level would be a w.c., kitchen / dining room, living room and on first floor level 4 bedrooms and a bathroom. Amenity space would be towards the rear and measure 66.9sq.m for Plot 1 and 117.2sq.m for Plot 2.
- 2.3 Plot 3 would be a detached dwelling measuring 6.5m in width and 10.2m in depth. The dwelling would be 2-storey in height measuring 8.1m to the top of the ridge and 4.9m to the eaves. The roof would be pitched with gable ends. On ground floor would be a w.c., kitchen / dining room, living room and on 1st floor level 4 bedrooms and a bathroom. Amenity space would be to the rear measuring 66.9sq.m
- 2.4 Plot 4 and 5 would comprise a pair of semi-detached dwellings. Each dwelling would have a width of 5.3m which would give the building a total width of 10.6m. The dwelling on Plot 5 would have a depth of 9.2m and the dwelling on Plot 4 slightly recessed with a depth of 8.7m. The building would be 2-storey in height with a pitched roof and gable ends to a ridge height of 8m, 5m to the eaves. On ground floor level, each dwelling would have a w.c., kitchen / dining room, living room. Plot 4 would have 2 bedrooms and a bathroom on 1st floor level and Plot 5 would have 3 bedrooms and a bathroom on 1st floor level. Amenity space would be towards the rear and measure 62.1sq.m for Plot 4 and 79.1sq.m for Plot 5.
- 2.5 The proposal would retain the existing access to the site which is off Heaton Avenue providing direct access to off-street parking. There would be 10 parking spaces allocated to the 5 dwellings (2 spaces each).
- 2.6 Towards the rear of each dwelling would be an area for refuse storage and 2 x cycle storage spaces for each dwelling.
- 2.7 Access of 2.5m wide would be retained towards the rear for dwellings at No. 1 – 7 Chaucer Road.

3. Relevant History

- 3.1 No relevant history.

4. Consultations/Representations

- 4.1 Notification letters were sent to 129 neighbouring properties with 2 letters of representation received, raising objections in respect of the following:

- Loss of access to the rear
- Overspill of parking onto adjoining roads
- Streets not sufficient to carry off-street parking
- Affecting the value of property

5. Relevant Policies

- 5.1 Policies CP17 (design), DC3 (Housing Design and Layout), DC33 (Car parking), DC61 (Urban Design), DC63 (Crime) and the Residential Design Supplementary Planning Document of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents and the Residential Extensions and Alterations Supplementary Planning Document (SPD) and the Residential Design SPD is also relevant.
- 5.2 Policies 3.3 (Increasing Housing Supply), 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 3.6 (Children and Young People's Play and Informal Recreation Facilities), 3.8 (Housing Choice), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's Neighbourhoods and Communities), 7.2 (Inclusive Design), 7.3 (Designing out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture) of the London Plan (2011)
- 5.3 PPS1 (Delivering Sustainable Development) and PPS3 (Housing), PPS4 (Planning for Sustainable Economic Growth) and PPG13 (Transport).

6. Staff Comments

- 6.1 This proposal is put before the Committee owing to the application site comprising land owned by the Council. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.
- 6.2 Principle of Development
- 6.2.1 The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres. The principle of residential development is considered acceptable in land use terms and the provision of additional housing is consistent with PPS3 as the application site is within an established urban area.
- 6.2.2 Policy 3.8 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. Policy 3.5 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 83sq.m for a 2-bed 4-person dwelling, 96sq.m for a 3-bed 5-person dwelling and 113sq.m for a 4-bed 6-person dwelling. Plots 1, 2 and 3 would be 4-bed 6-person units, measuring 111sq.m each which is marginally below the prescribed 113sq.m. Plot 4 would be a 2-bed 3-person dwelling measuring 78sq.m and Plot 5 a 3-bed

5-person dwelling measuring 91sq.m. Staff acknowledge that the internal space of the proposed dwellings are marginally below the required floorspace as prescribed in the London Plan (2011) however, Staff consider the benefits of providing new housing to outweigh the shortfall in floorspace. Subject to the development being acceptable in respect of outlook and provision of amenity space, Staff consider this part of the proposal to be acceptable in this instance.

6.2.3 Policy CP1 indicates that outside town centres and the Green Belt, priority will be made on all non-specifically designated land for housing. The proposal is for redevelopment of a derelict site within an existing residential area. The proposal is therefore acceptable in principle and in accordance with Policy CP1 and policy 3.3 of the London Plan which seeks to increase London's housing supply.

6.3 Site Layout / Amenity Space

6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 Amenity space for each dwelling would mainly be towards the rear and is considered to be of adequate size and screened from public views. The smallest of the amenity areas would be to Plot 4 (62.1sq.m) however, future occupiers will be aware of the size of the amenity area before deciding to occupy a dwelling in this location. In addition, the dwelling on Plot 4 is a 2-bed dwelling and therefore sufficient for a young couple or small family who may not necessarily wish to have a large garden area to maintain.

6.3.3 Amenity provision in the locality is generally arranged towards the rear of dwellings. Staff are of the opinion that the amenity areas would be adequate to be practical for day to day use and with the retention of fencing, would be screened from general public views and access, providing private and usable amenity areas, including those in the form of balconies. As a result, it is considered that the proposed amenity areas would comply with the requirements of the Residential Design SPD and are acceptable in this instance.

6.3.4 The residential density range for this site is 30 - 50 units per hectare. The proposal would result in a density of approximately 30 units per hectare. This density would be towards the lower end of the recommended density range for this area and is therefore considered acceptable, considering the site constraints.

6.3.5 In terms of the general site layout, the proposed dwellings have sufficient separation distances from the site boundaries. The layout plan illustrates that 5 dwellings with associated car parking, turning space and amenity areas can be comfortably accommodated on the site without appearing cramped or as an overdevelopment of the application site.

6.4 Impact on Local Character and Street Scene

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.4.2 The proposal would be to the north of Nos. 44 - 52 Heaton Avenue, approximately 52m from the edge of the highway. The development would therefore not form part of the Heaton Avenue street scene and would not be visible from Chaucer Road. Notwithstanding, the proposals would form part of the rear garden environment and should have an acceptable design and appearance which is not harmful to the character of the area. The proposed dwellings would be of a modest 2-storey height which is similar in height compared to other 2-storey developments in the vicinity.

6.4.3 There is no characteristic built form or character in the surrounding area. The proposal would be modest in terms of its size and height. Materials proposed are considered acceptable in this location and would give the development its own unique character.

6.4.4 The development would replace the existing garages and hardstanding with five new family dwellings which are not considered to be visually dominant or intrusive in the street scene. The development would further introduce soft and hard landscaping. The proposal is considered to be an improvement of the current situation on the site and would not detract from the surrounding environment.

6.4.5 In light of sufficient separation distances between the proposed buildings and neighbouring properties, Staff are of the opinion that the proposal would not appear as a cramped form of development and overall would have an acceptable design and appearance, therefore compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

6.5 Impact on Amenity

6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

- 6.5.2 Dwellings on Plot 1 and 2 would have a east-west orientation. The dwellings would not project beyond the rear building line of Nos. 54 – 68 Heaton Avenue to the south and are therefore not considered to have a harmful impact on the amenities of those occupiers. Given the proposal's separation distance from other neighbouring dwellings and are orientation with no back-to-back relationship, it is not considered that any potential for overlooking or overshadowing would occur. West facing windows would not result in any loss of privacy to dwellings to the north as there would be no potential for direct overlooking. The flank wall window on 1st floor level to the northern elevation can be required to be fixed shut and obscure glazed to protect privacy of properties to the north.
- 6.5.3 The dwelling on Plot 3 would face south with its rear windows towards the north, facing properties along Chaucer Road. The dwelling would be 16m at its pinch point from its nearest neighbour to the north, No. 7 Chaucer Road. It should however be noted that the dwelling's position on the site is of such that it would not have a direct back-to-back relationship with those dwellings along Chaucer Road, therefore mitigating its impact. The development would be approximately 10m away from the southern boundaries of these neighbouring properties and would therefore not result in any overshadowing. Staff acknowledge that 1st floor windows are proposed to the north, however, given the separation distances ranging from 16m to 32m, and all windows being at oblique angles to the neighbouring dwellings, it is not considered that any harmful levels of overlooking would occur.
- 6.5.4 The dwellings on Plot 4 and 5 would be in excess of 50m from neighbours to the south and east and would therefore not have any impact on the amenities of those neighbouring properties. The dwelling towards the west would form part of the development and the relationship in terms of separation distances is considered acceptable. The only neighbours to be affected are those north of Plot 4. At its pinch point, the dwelling would be 21m from No. 1 Chaucer Road. This distance is considered sufficient to prevent any overshadowing. No windows would directly face dwellings along Chaucer Road and being at oblique angles, no potential for overlooking would occur.
- 6.5.5 In terms of vehicular activity and the proposed parking arrangement, the proposal would introduce parking in different locations on the site with parking spaces No. 7 – 10 in front of Plot 4 and 5 closest to the neighbouring properties to the north. It is not considered that these 4 parking spaces would result in any harmful levels of noise and disturbance to those neighbours to the north. Overall, Staff are of the opinion that the proposal for 5 new residential units is unlikely to result in a significant rise in the level of vehicular activity over and above the current use of the site as a garage court (although vacant at present).
- 6.5.6 In terms of general noise and disturbance, it is not considered that the addition of 5 family dwellings would give rise to any undue levels of noise

and disturbance to the surrounding neighbouring properties within what is a predominantly residential area.

6.5.7 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed 2-storey developments in relation to the resultant limited plot space, any additions, extensions or alterations to the dwelling may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all Permitted Development Rights for the proposed development should be removed in order to safeguard the appearance of the street scene and amenities of neighbouring occupiers.

6.5.8 It is therefore considered that the layout, siting and design of the proposed development would be acceptable with no material harmful impact on the amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 Highways / Parking Issues

6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type in Romford. The development would provide 10 parking spaces to the 5 dwellings (2 spaces each). In terms of the number of spaces proposed, the provision of off-street parking spaces would comply with the requirements of Policy DC33. The provision of 10 parking spaces is therefore not considered to result in any highway or parking issues in this respect.

6.6.2 According to information provided by the applicant, of the 19 garages, 5 are in use and the remaining 14 void. No alternative sites are proposed for displacements, although according to the supporting statement, occupiers of the garages will be offered replacement garages in January 2012. Upon site inspection it was noted that the surrounding streets are not overly congested. Whilst no provision is made for displacement garages elsewhere, Staff are of the opinion that any remaining displacements can be accommodated on the surrounding streets without resulting in harm to the existing parking situation or neighbouring amenity. Staff consider the benefits of new family housing to outweigh the provision of 5 of the garages which is still in use elsewhere. Members are invited to apply their judgement in this respect.

6.6.3 The development provides storage for 2 x no. cycle spaces to each dwelling which would comply with the Council's standards as set out in Annex 6 which requires a provision of 2 spaces per dwelling with 3 or more bedrooms.

6.6.4 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

6.7 Other Issues

6.7.1 With regards to refuse collection, similar to other dwellings in the Borough, future occupiers would be required to leave refuse bags close to the highway on collection days. The access road to the development is sufficient to accommodate refuse collection vehicles. The proposed arrangements are considered acceptable in this respect.

7. Conclusion

7.1 Overall, Staff are of the opinion that the proposal would not detract from the character of the surrounding area or neighbouring properties. It is considered that the proposal presents an acceptable degree of spacing between buildings and is not considered to appear as unacceptably dominant or visually intrusive as seen from neighbour's rear gardens. It is considered that the proposal would not have any material harmful impact on neighbouring amenity. Amenity space provision is considered sufficient. Overall, Staff consider the development to comply with Policy DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly.

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 dwellings 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 forms and plans received on 7th September 2011.