



**REGULATORY
SERVICES
COMMITTEE**

REPORT

1 December 2011

Subject Heading:

**P1596.11 – Garage court to the rear of
17 Dorking Road, Romford**

**Construction of 2 dwellings with
associated car parking**

**(Application received 19th October
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 construction of 2 x 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 4 x No. off-street car parking spaces for use by Plot 1 and Plot 2 and thereafter this provision 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 Becton Yellow Multi bricks for walls and Marley Eternit Modern Interlocking Tile (Smooth Grey) for roof tiles in accordance with the details supplied on Drawing No. 8430-97-1001 (received 19th October 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-western and south-eastern elevations serving the bathrooms of each dwelling shall be permanently glazed with obscure glass and with the exception of top hung fanlights 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 for 2 x No. cycle storage spaces in accordance with the approved plans (Drawing Nr. 8430-97-1000, received 19th October 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

16) Domestic Sprinklers: Prior to the first occupation of the development hereby permitted, provision shall be made for the installation of a domestic sprinkler system to the dwelling. Thereafter this provision shall be retained permanently unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In lieu of adequate access for a Fire Brigade pump appliance and in the interest of amenity and safety for future occupiers.

17) Lighting to Access: Prior to the commencement of the development hereby approved, details of a lighting scheme for the access road shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed and operational prior to the first occupation of the development and shall be permanently retained thereafter.

Reason: In the interests of community safety and residential amenity and to accord with Policies DC61 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

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).

REPORT DETAIL

1. **Site Description**

- 1.1 The application site is a garage court which is located to the east of Dorking Road with access to the site between Nos. 17 and 19 Dorking Road. The site is surrounded by 2-storey residential dwellings. The site has 22 garages with 5 currently let and the others empty. Ground levels rise from west to east. The site has an overall area of approximately 634sq.m.
- 1.2 Development in the vicinity is characterised by 2-storey residential dwellings. There is no characteristic built form and dwellings are mainly constructed from red brick and red / orange pantiles.

2. **Description of Proposal**

- 2.1 The application seeks permission for the erection of 2 No. semi-detached dwellings with associated parking and amenity.

- 2.2 The proposal would be for 2 x No. semi-detached, 2-storey dwellings which will replace the existing garages and hardstanding. The dwellings would be to the rear of properties along Whitchurch Road, Dorking Road and Dorking Rise. Each dwelling would have a width of 6.3m resulting in an overall width of 12.6m. Each dwelling would have a depth of 10.3m with a height of 8.5m to the top of the ridge and 5m to the eaves. The proposals would be approximately 2.75m from its closest side boundary to the north-west.
- 2.3 The proposal would have a pitched roof with hipped ends. Windows and doors would generally be arranged to the front and rear, although some flank wall windows are proposed.
- 2.4 On ground floor level, each dwelling would have a living room, kitchen / dining room and a w.c. On first floor level would be 4 bedrooms with a bathroom.
- 2.5 Access would be from Dorking Road providing direct access to off-street parking. There would be 4 parking spaces in total, 2 per dwelling.
- 2.6 Amenity space would be towards the rear of each dwelling, measuring 105sq.m for Plot 1 and 143sq.m for Plot 2.
- 2.7 Towards the rear of each dwelling would be an area for refuse storage and 2 x cycle storage spaces for each dwelling.

3. Relevant History

- 3.1 No relevant history.

4. Consultations/Representations

- 4.1 Notification letters were sent to 34 neighbouring properties. Two letters of representation have been received objecting on the following grounds:

- blocks right of way to garage
- scheme cannot be implemented in current form
- what provisions are there to protect privacy
- loss of greenery and wildlife

5. Relevant Policies

- 5.1 Policies CP17 (design), DC3 (Housing Design and Layout), DC33 (Car parking), DC61 (Urban Design), DC63 (Crime) 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 113sq.m for a 4-bed 6-person dwelling. Each dwelling would have an internal floor space of 111sq.m. Although this is marginally below the required 113sq.m, the proposal is for two single family dwellings and Staff consider the internal floor space 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 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 to both plots would be towards the rear and measuring 105sq.m for Plot 1 and 143sq.m for Plot 2. The amenity area would be screened by means of a 1.8m close boarded timber fence, avoiding any potential to overlook the amenity areas from a public point of view.

6.3.3 Amenity provision in the locality is generally arranged towards the rear of dwellings. The proposed amenity space would be consistent with the shape, size and location of amenity space at other dwellings in the vicinity. Staff are of the opinion that the garden areas would be large enough to be practical for day to day use and with the provision of fencing, would be screened from general public views and access, providing private and usable garden areas. As a result, it is considered that the proposed amenity areas of the new dwellings 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 32 units per hectare. This density would be at the bottom end of the recommended density range for this area and is considered acceptable.

6.3.5 In terms of the general site layout, at its pinch point, the proposal would be approximately 2.75m from the north-western side boundary of the site. For the remainder of the site, Staff are of the opinion that the proposed layout would represent an acceptable level of spacing between the proposed building and site boundaries and also a sufficient spacing between buildings and would not appear cramped or as an overdevelopment of the site. Amenity space can be provided at the rear with parking towards the front in a convenient location with sufficient space for a turning area. The layout of the site is therefore considered acceptable.

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 rear of properties along Dorking Road, Dorking Rise and Whitchurch Road. The development would therefore not form part of the Dorking Road street scene. 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 site has previously been developed and no significant loss of green space would arise. It was noted upon site inspection that ground levels rise significantly from east to west. The proposal would therefore be higher compared to dwellings along Dorking Road. Notwithstanding, the proposal is modest in terms of its size and height. The roofs have been designed to be hipped away from the neighbouring properties, reducing any visual impact and further minimising the size and appearance of the building. 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. The development would further introduce soft and hard landscaping. In terms of its visual appearance, the proposal is considered to be an improvement of the current situation on the site and would not detract from the surrounding environment.

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 The proposal is for a pair of 2-storey semi-detached dwellings. The neighbouring properties most likely to be affected are those along Dorking Rise as they are closest to the proposed dwellings. At its pinch point the proposal would be approximately 16m from the rear elevation on 1st floor of these dwellings. Given the orientation of the proposal north of these neighbours, it is not considered that any overshadowing would occur. The proposal would have a set-back of approximately 3.3m from the common boundary and in combination with the hipped roof design, is not considered to appear visually intrusive or bulky as seen from the rear of these properties. On 1st floor level would be a flank wall window serving a bathroom. This window can be required to be obscure glazed and with the exception of top-hung fanlights, remain fixed shut. No potential for overlooking would therefore occur to the south.

6.5.3 The proposal is far enough from other neighbouring properties to prevent any harmful levels of overshadowing to occur. The hipped roof design and set-back from the site boundaries is considered sufficient to prevent the proposal from appearing visually intrusive or bulky as seen from the neighbouring properties.

- 6.5.4 There is no potential for overlooking towards the north-west as the window of 1st floor level serves a bathroom and can be required to be obscure glazed and with the exception of top-hung fan lights, remain fixed shut.
- 6.5.5 The proposal would have bedrooms on 1st floor level with their main windows facing north-east and south-west. The nearest dwelling towards the south-west would be No. 17 Dorking Road however, the proposal's front windows would be at an oblique angle. This dwelling would further be approximately 21m from the proposal and it is therefore not considered that the potential for overlooking would be harmful to the degree which would justify refusal of the application. The proposal would, similarly, have oblique views of No. 19 which is 24.5m away. This separation distance and the orientation are considered sufficient to overcome any harmful levels of overlooking.
- 6.5.6 Those dwelling to the north-east are 25m from the bedroom windows of the proposal at their pinch point. In addition, any views to these neighbouring properties would be at oblique angles. Staff are therefore of the opinion that no harmful levels of overlooking would occur.
- 6.5.7 In terms of vehicular activity and the proposed parking arrangement, Staff are of the opinion that 2 x new family dwellings would not give rise to a significant rise in the level of vehicular activity over and above that which is currently experienced as a result of the garages.
- 6.5.8 In terms of general noise and disturbance, it is not considered that the addition of 2 x No. 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.
- 6.5.9 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.
- 6.5.10 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 a total of 4 x No. parking spaces to the front of the dwellings, providing 2 spaces per dwelling. In terms of the number of spaces proposed, the provision of off-street parking spaces would comply with the requirements of Policy DC33 and no issues are raised in this respect.

6.6.2 According to information provided by the applicant, of the 22 garages, 5 are in use and the remaining 17 void. No alternative sites are proposed for displacements. 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. 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 proposal provides a bin collection point along the access road, approximately 32m from the front of the dwelling and 3m from the edge of the highway. The bin collection point is within an acceptable distance from the highway in order for refuse collection to take place. The collection point is however further than the 30m as recommended by Building Regulations. This is however not a planning consideration and rather an issue for the developer to resolve with Building Control upon implementation of the scheme.

6.7.2 Concerns are raised by the Highways Authority regarding Fire Brigade access to the site. Staff are of the opinion that it would be unreasonable to refuse the application as the installation of domestic sprinklers can satisfy the Brigade's requirements. In lieu of adequate access, the applicant proposes the installation of a sprinkler system and its installation can be secured by means of a planning condition.

6.7.3 Concerns raised in representations regarding lack of access to private garages are not matters covered by planning legislation and would not therefore constitute material grounds for refusal.

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. . The vehicles currently parked in these garages can comfortably be accommodated on the adjoining roads. Members are invited to apply their judgement in this respect. 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 19th October 2011.