



**REGULATORY  
SERVICES  
COMMITTEE**

**REPORT**

1 December 2011

**Subject Heading:**

**P1593.11 – Garage court to the rear of  
106 Whitchurch Road, Romford**

**Erection of 3 dwellings with associated  
car parking**

**(Application received 19<sup>th</sup> 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 3 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) Car parking - Before the buildings hereby permitted are 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: The materials used in the construction of the development hereby permitted shall be Hanson Harborough Buff Multi Brick for walls and Marley Eternit Modern Interlocking Tile (Smooth Grey) for roof tiles in accordance with the details

supplied on Drawing No. 8430-95-1001 (received 19<sup>th</sup> 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 1<sup>st</sup> floor level to the eastern and western elevations serving the landing area 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. 8430-95-1000, received 19<sup>th</sup> 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.

18) Contaminated Land: 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 site

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 two parts:

Part A - Remediation Scheme 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.

## **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 north of Whitchurch Road and surrounded by 2-storey residential development. The site is currently vacant with no structures and is overgrown by vegetation. Ground levels are generally flat. The site has an overall area of approximately 0.1ha.



- 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. Opposite the entrance to the site is a recently constructed housing scheme which has a mixture of 2, 3 and 3 and a half storey dwellings.

## **2. Description of Proposal**

- 2.1 The application seeks permission for the erection of 3 No. terrace dwellings with associated parking and amenity.
- 2.2 The dwellings would be to the rear of properties along Whitchurch Road, Tees Drive and Woodbridge Lane. Each dwelling would have a width of 5.8m resulting in an overall width of 17.4m. Each dwelling would have a depth of 9.2m with a height of 8.5m to the top of the ridge and 5m to the eaves. The development would have a set-back of 1m from the side boundaries at its pinch point.
- 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 / dining room, a w.c. and a kitchen. On first floor level would be 3 bedrooms with a bathroom.
- 2.5 Access would be from Whitchurch Road between Nos. 102 and 104 Whitchurch Road, providing direct access to off-street parking. There would be 6 parking spaces in total, 2 per dwelling.
- 2.6 Amenity space would be towards the rear and side of each dwelling, measuring 126sq.m for Plot 1, 98sq.m for Plot 2 and 140sq.m for Plot 3.
- 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 64 neighbouring properties with two letters of representation being received objecting to the proposal on the following grounds:

- not appropriate location for this development
- overlooking
- spoils views
- blocks sunlight

- access will not be given to site, has squatters rights
- access road is not wide enough
- will cause noise disturbance, affecting disabled sons
- residents not given opportunity to buy the site

4.2 Environmental Health have recommended a condition relating to land contamination if permission is granted.

4.3 The Borough Crime Prevention Design Advisor has recommended a Secure by Design condition if permission is granted.

## **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 96sq.m for a 3-bed 5-person dwelling. Each dwelling would have an internal floor space of 91sq.m. This is marginally below the required 96sq.m, however, Staff consider the benefits of providing new housing to outweigh the shortfall of 5sq.m floorspace per dwelling. Subject to the development being acceptable in other respects, 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 to both plots would be towards the rear and measuring 126sq.m for Plot 1, 98sq.m for Plot 2 and 140sq.m for Plot 3. 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 28 units per hectare. Although slightly below the recommended density range, given the site constraints it is not considered in this instance that the proposal represents an underdevelopment of the site.

6.3.5 In terms of the general site layout, the proposed dwellings would have sufficient spacing from surrounding properties. At its pinch point, the two end-terrace dwellings would have a set-back of 1m from the site's side boundaries. Gardens in the vicinity are however spacious and long and the dwellings would therefore not appear cramped on the application site or too close to neighbouring dwellings. Amenity space can be provided at the rear with parking towards the front in a convenient location. It is acknowledged that the layout of the proposals will involve a significant hard surfaced section to accommodate the parking in front of the houses. However, it is considered the impact of this is acceptably tempered by the proposed soft landscaping to the front gardens. The hard surfacing will not be particularly visible within the streetscene and the proposal is therefore, on balance, considered acceptable in this respect.

#### 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 No. 102 Whitchurch Road, approximately 55m from the edge of the highway. The development would therefore not form part of the Whitchurch 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 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 overgrown vacant site with three new family dwellings which are not considered to be visually dominant or intrusive. 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.

#### 6.5 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 would be 21m from the nearest neighbouring dwelling which is towards the west along Woodbridge Lane. In terms of its visual impact, it is considered that the separation distance is sufficient and in addition, the roofs have been designed to hip away from neighbouring properties, minimising any impact. It is therefore not considered that the proposal would appear visually dominant or intrusive as seen from the neighbours to the west. Similarly to the east, the proposal would be 35m from the rear of these neighbouring buildings and is therefore considered to have an acceptable relationship without resulting in any harm.
- 6.5.3 The proposal is far enough removed from any neighbouring dwellings to not result in any overshadowing. Any potential for overshadowing would further be mitigated by the hipped roof design and the orientation of the proposal east and west of dwellings along Woodbridge Lane and Tees Drive.
- 6.5.4 The only flank wall windows proposed would serve a landing area. An appropriate planning condition can be attached to require these windows to remain fixed shut and obscure glazed to prevent any potential for overlooking. No overlooking is considered to occur as a result of windows on ground floor level due to their proximity to the site boundaries.
- 6.5.5 There is also neighbouring dwellings towards the south. The proposal would however be approximately 30m north of the closest dwelling, No. 102 Whitchurch Road. Although there would be bedroom windows in the front elevation of the proposed dwellings, the separation distance of 30m is considered sufficient to prevent any potential for overlooking. The separation distance is also considered sufficient to prevent any overshadowing from occurring.
- 6.5.6 In terms of vehicular activity and the proposed parking arrangement, Staff are of the opinion that 3 x new family dwellings would not give rise to a significant rise in the level of vehicular activity.
- 6.5.7 In terms of general noise and disturbance, it is not considered that the addition of 3 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.
- 6.5.8 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.

6.5.9 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 6 x No. parking spaces to the front (south) 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 The site is currently vacant and no displacement garages are therefore required in this instance.

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 44m from the front of the dwelling and 7m 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 Issues raised in representations regarding lack of opportunity to purchase the site and squatters rights would not be material planning considerations in this case.

## **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 19<sup>th</sup> October 2011.