

BOROUGH OF KETTERING

Committee	Full Planning Committee - 15/01/2019	Item No: 5.1
Report Originator	Sean Bennett Senior Development Officer	Application No: KET/2018/0804
Wards Affected	William Knibb	
Location	Albert Street Garages, Albert Street, Kettering	
Proposal	KBC Own Development: Redevelopment of site to create 6 no. semi-detached bungalows including car parking and associated works	
Applicant	Ms K Prati Kettering Borough Council	

1. PURPOSE OF REPORT

- To describe the above proposals
- To identify and report on the issues arising from it
- To state a recommendation on the application

2. RECOMMENDATION

THE DEVELOPMENT CONTROL MANAGER RECOMMENDS that this application be APPROVED subject to the following Condition(s):-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended) and to prevent an accumulation of unimplemented planning permissions.

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans detailed below.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. The development hereby permitted shall not be carried out other than in accordance with the approved 'Flood Risk and Drainage Assessment' dated November 2018 referenced 056C31-FRDA/01 as compiled by C.J. Emm Ltd with arrangements to remain in place thereafter.

REASON: In the interest of the water environment and flood risk management in accordance with Policy 5 of the North Northamptonshire Joint Core Strategy.

4. Prior to any demolition work being undertaken at the site a Demolition and Construction Management Plan (DCMP) shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction/demolition period and the approved measures shall be retained for the duration of demolition and construction.

REASON: The details are required prior to commencement of development because the DCMP needs to be in place and in force throughout the demolition and

construction period and in the interests of safeguarding highway safety and residential amenity in accordance with Policy 8 of the Northamptonshire Joint Core Strategy

5. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts A to D have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition D has been complied with in relation to that contamination.

A. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11 (or any model procedures revoking and replacing those model procedures with or without modification)'.

B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that

the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition A, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition B, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition C.

REASON: Contaminated land investigation is required prior to the commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 15 of the NPPF and Policies 6 & 8 of the North Northamptonshire Joint Core Strategy.

6. No development shall take place until a plan showing details of existing and intended final ground and finished floor levels has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

REASON: Finished Floor Levels are necessary prior to commencement to protect the privacy of the occupiers of adjoining properties in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

7. No development shall commence above slab level until details of the types and colours of all external facing and roofing materials to be used and details of the hard-surfacing materials have been submitted to and approved in writing by the Local

Planning Authority. The development shall not be carried out other than in accordance with the approved details.

REASON: In the interests of the visual amenities of the area in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

8. No works shall take place on site above slab level until full details of all windows, doors (including their surrounds), chimney and verge/ eaves detailing have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

REASON: In the interests of visual amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

9. No development shall commence on site above slab level until a scheme of landscaping which shall specify species, planting sizes, spacing and numbers of trees and shrubs to be planted and any existing trees to be retained shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be carried out in the first planting and seeding seasons following the occupation of the building, unless these works are carried out earlier. Any newly approved trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To improve the appearance of the site in the interests of visual amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

10. No development shall take place on site above slab level until a scheme for boundary treatment has been submitted to and approved in writing by the Local Planning Authority. The dwelling which the boundary treatment relates shall not be occupied until that element of the scheme has been fully implemented in accordance with the approved details and shall remain in place thereafter. The approved scheme shall include the provision of a lockable gate at the access to the rear passage way created by the development hereby approved.

REASON: In the interests of the security and protecting the privacy of the neighbouring property in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

11. Prior to the first occupation of the development hereby permitted, the new vehicular accesses and parking spaces, shown on the approved drawing ending DR-A-PL-0001 Revision P04 shall be provided and thereafter permanently retained. There shall be no obstruction to visibility within the area identified on that approved plan within the areas denoted by a dotted triangular line thereafter. A positive means of drainage to ensure that surface water from the vehicular access does not discharge onto the highway should be provided and maintained hereafter.

REASON: In the interest of highway safety and in accordance with policy 8 of the North Northamptonshire Joint Core Strategy.

12. All dwellings shall be constructed to achieve a maximum water use of no more than 110 litres per person per day in accordance with the optional standards 36(2)(b) of the Building Regulations 2010 (as amended) as detailed within the Building

Regulations 2010 Approved Document G - Sanitation, hot water safety and water efficiency (2015 edition).

REASON: In the interests of water efficiency in a designated area of water stress in accordance with Policy 5 of the North Northamptonshire Joint Core Strategy 2016.

13. All new dwellinghouses shall be constructed to meet M4(2) Accessible and Adaptable Dwellings of schedule 1 part M of the Building Regulations 2010 (as amended).

REASON: In the interests of ensuring that the development caters for both the current and future needs of the population and in the interests of sustainable development in accordance with Policy 30 of the North Northamptonshire Joint Core Strategy 2016.

14. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no building, structure or other alteration permitted by Class B (additions to the roof) of Part 1 of Schedule 2 of the Order shall be constructed on the application site.

REASON: To protect the amenity and privacy of the occupiers of adjoining property in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

Officers Report for KET/2018/0804

This application is reported for Committee decision because the applicant is the Kettering Borough Council's Housing Strategy and Development Team

3.0 Information

Relevant Planning History

None

Site Visit

Officer's site inspection was carried out on 02/11/2018

Site Description

The 0.13ha site consists of an established parking and garage (20) site with some established trees and shrubs to the highway edge located approximately 250m to the east of Kettering Town Centre at the junction of Albert Street and Thorngate Street.

The site is located in an established residential area with the rear boundaries to a row of Victorian terraces fronting Mill Road enclosing the southern boundary, a care home to the west and commercial units and land to the east in Water Street beyond a pedestrian route which links the Albert Street cul-de-sac with Mill Road.

Proposed Development

The application seeks full planning permission for six one-bed bungalows arranged in three pairs of semis and includes the provision of nine off-street parking spaces. The proposal would involve clearing the site of the existing garages and vegetation.

The proposal is part of a Council roll-out of affordable homes; with the following statement having been provided in association with the application:

The Council's Housing Strategy 2015-20 sets out how the Council intends to meet the housing needs and aspirations of our residents, one of the strategic aims of which is to deliver affordable homes to meet the varying needs of the local population. It highlights the requirement for smaller properties and specifically accommodation suitable for older people due to the significant and ageing population in the Borough.

The Council is embarking on a programme of direct delivery of new council housing and this scheme is one of the first to get to this point. It will deliver 6 council homes for affordable rent which will be let via Keyways to older households and those households with mobility issues.

Amendments were sought during the course of the application which involved securing design uplift to eaves and window detailing and the inclusion of

chimney features and door canopies with a view to giving greater articulation to the proposals and to better reflect some of the surrounding architectural detailing evident. The originally intended close-board boundary fencing to the front boundaries were also replaced by dwarf walls with brick pillars and fencing between. The application is considered on the basis of these amendments.

Any Constraints Affecting the Site

None

4.0 Consultation and Customer Impact

KBC – Environmental Protection: *No objection* stated subject to the imposition of conditions requiring approval of a construction method statement and contaminated land condition.

NCC - Local Highway Authority (LHA): Say that they cannot support the application and require further information on the basis of no parking space and garage space usage survey being undertaken, the parking beat survey using 5m rather than 5.5m bays and that the survey includes spaces on double-yellow lines and that surrounding roads have restricted widths for emergency vehicle access when fully occupied.

NCC – Ecology: No objections provided however record their regret that a design solution could not be found to retain the sites existing mature 'London Plane' trees.

Neighbours: One third party letter of comment received from a resident of the Town located some distance from the site and questioning whether the proposed bungalows are in-keeping with the area and are not 'cost effective'.

5.0 Planning Policy

National Planning Policy Framework (NPPF):

2. Achieving sustainable development
5. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment

Development Plan Policies

North Northamptonshire Joint Core Strategy (JCS):

1. Presumption in favour of sustainable development
6. Development on brownfield land and land affected by contamination
8. Place shaping
9. Sustainable buildings

11. The network of urban and rural areas
28. Housing requirements
29. Distribution of new homes
30. Housing mix and tenure

Saved Policies in the Local Plan (LP) for Kettering Borough:

35. Housing: Within towns

6.0 Financial/Resource Implications

None

7.0 Planning Considerations

The key issues for consideration in this application are:-

1. The principle of the development
2. Impact on character and appearance
3. Impact on residential amenity
4. Impact on highway safety
5. Impact on biodiversity
6. Impact on flooding and drainage
7. Impact of possible ground contamination
8. Sustainable buildings

1. The principle of the development

The site is located within the confines of the Town as defined by Local Plan policy 35. As such the basic tenet of developing the site for housing is consistent with Joint Core Strategy (JCS) Policies 11 and 29 which seek to guide development to Towns in the interest of a sustainable pattern of growth and protection of the rural area.

In addition, the site predominately consists of previously developed land. The development of such land is encouraged by Policy 6 of the JCS consistent with Chapter 11 (paragraph 118) of the NPPF which gives substantial weight to the value of using suitable brownfield land and supports the development of under-utilised land. Whilst the site has a parking use, it does not appear to be heavily utilised and as such the encouragement for brownfield land development is considered to apply in this case.

Moreover policy 30 of the JCS identifies a need to accommodate smaller households with an emphasis on the provision of smaller dwellings including dwellings designed for older people. This proposal consists of one-bed bungalows which contribute toward meeting that need.

As such the principle of the proposal is considered to be acceptable.

To be successful, however, the merits of the proposal should be acceptable in all other respects notably including its impact on residential and visual amenity and highway safety. These and any other relevant matters will be considered

below in the context of Development Plan policies below.

2. Impact on character and appearance

Policy 8 (d) of the JCS consistent with Chapter 12 of the NPPF seeks development to respond to an areas local character and wider context.

The current site has little redeeming visual qualities, other than its mature trees and planting to the highway edge, comprising, as it does, areas of hard-standing between garage blocks and is perceived as a piece of under-utilised land. The planting and open nature of the site together with the low-profiled nature of the garages does however provide the area with spaciousness and some greenery, which is pleasing. The site however is experiencing a decline in its state of repair and in the submission has been said to attract fly-tipping and anti-social behaviour. There is no reason to dispute this claim.

The loss of the site's planting, in particular the 'London Plane' trees, and its potential to provide instant landscape maturity is a failure in the proposal; especially given its low-dense nature. This regret was also recognised by the Northamptonshire County Council ecologist. Nevertheless and in the context of the development of the whole and accepting that the trees are not subject to Protection Orders the loss of the existing sites greenery is not considered to be determinative in this instance.

In terms of the visual merits of the finished proposal; it would result in a polite low-dense development which would retain the site's open character through the provision of bungalows with significant gaps between the pairs of semis. Whilst bungalows are not a typical house type in the area their presence on a site which currently consists of garages and car parking would not exert a harmful influence in the street. The inclusion of new planting to the front areas and notably at the corner of Thorngate Street also assists in softening the impact derived from clearing the site of all existing vegetation.

The amendments secured to the detailing, also helps to assimilate the proposal with the surrounding built form including the provision of brick corbelling to the eaves, chimneys, window headers and footers. These are architectural features apparent on the surrounding Victorian terraces. Conditions shall be applied to secure approval of the external materials, architectural details and landscaping proposed.

In addition a further condition shall be included requiring the provision of a lockable gate to the rear alley way that would be created, in the interests of planning out crime in design.

The proposal therefore is considered to result in a sensitive and safe development that would sit comfortably in the streetscape particularly given the site's declining appearance and therefore is considered to be acceptable in this respect.

3. Impact on residential amenity

The JCS in Policy 8 (e), consistent with paragraph 127(f) of the NPPF seeks

development to protect the amenity of all future and surrounding users of land and buildings.

Due to the siting, orientation, proximity and relationship of the proposed dwellings with surrounding properties and their windows, together with the low-profiled nature of the proposed dwellings the development would not result in adverse impacts to surrounding dwellings by virtue of loss of privacy, light loss or loss of outlook.

In particular to the southern boundary of the site is a row of outbuildings ranging from 3-2.5m in height associated with Mill Road terraces to the south, with the facing rear outrigger serving those dwellings approximately 13.5m from the rear elevation of the proposed bungalows. Such a distance of separation is considered to be acceptable when bungalows are involved and would mean that the residential amenities of the Mill Road neighbours would not be adversely affected, even accounting for a Mill Road terraces being on a slightly lower level than the application site. A safeguarding condition shall be attached preventing the addition of openings in the rooves of the proposed bungalows to protect the future amenities of the Mill Road houses. Finished floor level shall also be approved by condition.

In addition due to the residential nature of the surrounding area the approval of a construction management shall be required by condition to ensure that the construction of the development does not result in unacceptable amenity impacts for neighbouring properties. Imposition of this condition is consistent with the advice given by the Council's Environmental Protection Officer.

With respect to future occupiers amenity; the discussed relationship of the proposed bungalows with the Mill Road houses assisted by the difference in land levels and in light of the out-buildings on the shared boundary would mean that the rear elevations of the bungalows would not experience an adverse impact. The size of each garden at a length of at least 5.4m and with a generous width of 13.6m is considered to be sufficient provision for one-bed two-person dwellings. The internal sizes of the dwellings are also consistent with National Space Standards.

Thereby the proposal is considered to secure a good quality of life for existing and future occupiers consistent with Policy 8 (e) of the JCS and therefore is acceptable in this regard.

4. Impact on highway safety

The JCS in Policy 8 (b) seeks to ensure a satisfactory means of access and provision for parking and resists development that would prejudice highway safety.

The provision of nine off-road parking spaces to serve six one-bed bungalows is considered to be sufficient provision to avoid the proposal contributing adversely to highway safety impacts that may arise from movements and parking associated with the proposal.

The proposal, however would involve the development of a garage and car parking area for approximately 30-35 cars which are available for the use of surrounding occupiers. The submission has been lacking in detail on this point however it does record that 12 of the 20 garages are currently tenanted with 8 of those tenants associated with surrounding occupiers. No information however has been provided with regard the use of the 10-15 outside parking spaces. Given the unrestricted accesses presumably these areas are available as required by surrounding road-users. It is apparent from the Officers site visit, however that the site is not heavily used with only a few cars present. It is accepted that this Officer's visit provides only a snapshot in time of the parking usage of the site; however it is an indicator of the level of use. Nevertheless the site is available for parking 30-35 cars and parking which would be displaced into the surrounding road network. This maximum figure is thereby used.

In order to demonstrate that the loss of the 35 car parking spaces would not result in an adverse impact to highway safety as a result of increased parking congestion in the locality the applicants have provided an on-street parking survey carried out by an independent company specialising in the production of traffic and transportation data. This survey was carried out in broad accordance with the Local Highway Authority Parking Beat Survey standards and involved surveying on-street car parking spaces within 200m of the site over two nights on the early mornings (04:00-05:00) of Sunday 25th and Tuesday 27th of November and was accompanied by supporting photographic evidences taken during those time periods. The assessment revealed that the surveyed streets (largely unrestricted parking) had capacity for 589 cars. During the survey periods 321-333 (approximately 55%) of those 589 spaces were not available for use. This equates to at least 256 car parking spaces being available. As such the displaced 35 spaces that could be accommodated on the existing site can comfortably be absorbed within the surrounding road network. In particular the streets in close proximity to the site in Albert/Ford/Thorngate Street have on-street capacity for 81-89 cars during the study period which by itself is double the amount required to off-set the parking maximum parking capacity of the existing site.

In addition the site's proximity to the Town Centre, with all its facilities, services and excellent public transport links is a consideration and is located approximately 250m to the west with its closest public car park less than 400m from the site. The proposal also makes provision for secure cycle and bin storage in the rear gardens and provides parking spaces sizes consistent with Local Highway Authority standards at a length of 5.5m and a width of at least 2.5m.

Despite the weight of evidence provided by the applicant with regard the ability of surrounding streets to absorb the 35 cars that could be accommodated on the site the Local Highway Authority (LHA) have maintained their original position, prior to the survey being undertaken, and do not support the proposal.

Instead they have asked for a further car park usage survey to be undertaken. Such a survey is not considered to be reasonable or necessary as the above assessment has been based on the worst case scenario (total occupancy of the site) with 81-89 spaces shown to be available in the immediate locality and roughly 250 being available within the study area. Such capacity would more than account for the maximum amount of parking that could be accommodated on the site. The carrying out thereby of a parking use study would have little value. In any event the case officer has drawn their own conclusions on the usage, which is relatively low.

The LHA also say that the study surveyed 5m rather than 5.5m bays; be that as it may the margin for error is significant with 250 spaces available and therefore even if this number was reduced significantly it would still be able to accommodate the displaced 35 (max) parking spaces. The LHA also appear to have misinterpreted the intention of recording of the parking taking place on double yellow lines in the study– the occupation of these spaces were a recording of fact at the time of the study and did not count toward the parking provision. In addition the nature of surrounding streets and in particular Ford Street and its restricting width is an existing situation.

The position of the LHA therefore is not considered to be a proportionate approach and fails to take full regard of the level of parking that has been identified through the parking beat survey they themselves recommended was undertaken. The LHA have provided no evidence of their own and fail to identify unacceptable impacts on highway safety or severe cumulative impacts on the road network, which is the threshold identified in the NPPF (para. 109) whereby planning application may be refused on highway grounds. In any event and critically the LHA do not object.

As such the proposal has been proven, with no evidence to the contrary, to maintain highway safety with sufficient space available in the locality for parking that may be displaced from the existing site in the event that full-occupation of the site for parking is assumed. The application therefore is acceptable in this regard subject to the imposition of standard conditions relating to visibility at the accesses.

5. Impact on biodiversity

Paragraph 99 of Circular 06/05 states that: *it is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision.* Likewise section 40 of the Natural Environment and Rural Communities Act 2006 (NERC 2006) states that: *every public authority must in exercising its functions, have regard ... to the purpose of conserving (including restoring / enhancing) biodiversity.*

The issue regarding the loss of the trees is discussed above and whilst their loss is regretful and the provision of replacement trees would not have the same instant biodiversity value lost, in time the value would be comparable and thereby their loss is not determinative in this regard. A landscape condition

shall be attached to ensure that the species proposed are appropriate. In addition an informative shall be attached with respect to timings of the tree removal to avoid the bird nesting season.

The site has no other biodiversity value and the development of the site would not have an impact on protected species with the garages having no notable roof space and appear to be reasonably well maintained.

As such and with no objection provided by the County Ecologist the proposal is considered to be acceptable in this regard.

6. Impact on flooding and drainage

Policy 5 of the JCS says development should contribute towards reducing the risk of flooding and the protection of the water environment.

Whilst the site is significantly under the threshold for the requirement of a Flood Risk Assessment (1ha) to deal with this matter a 'Flood Risk and Drainage Assessment' has been provided. This assessment identifies the site as being located within Flood zone 1 – which is the least prone to flooding and there is no reason to believe that the area experiences localised flooding or foul sewerage problems.

The site currently experiences surface water run-off due to it comprising mostly hard-surfacing with the pipe work currently in place to deal with this not functioning as it should due to its poor condition. This pipework will be abandoned and instead the surface water associated with the proposal dealt with by a new drainage system which would direct water to surface water highway sewers which drain to an identified culverted watercourse at East Brook approximately 100m to the east of the site. This approach is considered to be sensible and sustainable and in this case preferable to an on-site infiltration system which has been shown not be practical.

The proposal would connect to existing nearby foul water drainage systems.

As such and consistent with the conclusions provided in the submitted Assessment and with no reason to come to a different view the proposal is considered to ensure that the risk of flooding on and off site is not increased and is likely to reduce any risk overall. A condition shall be attached to ensure that the proposal is carried out in accordance with the submitted Assessment. The proposal is therefore considered to be acceptable in this respect.

7. Impact of possible ground contamination

Policy 6 of the JCS seeks development to be safe in this respect.

Whilst the proposal has not been accompanied by information in this regard any matters that may arise as a result of ground contamination, which is possible due to the current use of the site, can be dealt with through the imposition of conditions requiring a phased environmental risk assessment to be undertaken and approved. This approach is consistent with the advice of

the Council's Environmental Protection Officer and therefore this matter has been satisfactorily addressed.

8. Sustainable buildings

Policy 9 of the JCS seeks development to incorporate measures to ensure high standards of resource and energy efficiency. Policy 30(c) of the JCS requires new dwellings to meet Category 2 of the National Accessibility Standards as a minimum.

Subject to the imposition of appropriate conditions to ensure that the dwellings employ measures to limit water use to no more than 105 litres per person per day and to comply with Accessibility Standards the proposal is considered to be acceptable in this regard.

Conclusion

In light of the above the application is considered to comply with the Development Plan with no other material considerations that would justify coming to an alternative view. Thereby the application is recommended for approval subject to the imposition of the safeguarding conditions laid-out.

Background Papers

Title of Document:

Date:

Contact Officer:

Previous Reports/Minutes

Ref:

Date:

Sean Bennett, Senior Development Officer on 01536 534316