

**PLANNING COMMITTEE:** 18<sup>th</sup> December 2018  
**DEPARTMENT:** Planning Service  
**HEAD OF PLANNING:** Peter Baguley

**APPLICATION REF:** N/2018/1546

**LOCATION:** Garages rear of 21 Keswick Drive

**DESCRIPTION:** Demolition of 20no domestic garages and construction of 2no new dwellings

**WARD:** Eastfield Ward

**APPLICANT:** Northampton Partnership Homes  
**AGENT:** Baily Garner LLP

**REFERRED BY:** Head of Planning  
**REASON:** Council owned land

**DEPARTURE:** No

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#### **APPLICATION FOR DETERMINATION:**

#### **1 RECOMMENDATION**

1.1 **APPROVAL** subject to the conditions as set out below and for the following reason:

The proposed development would result in the satisfactory reuse of this site and would not cause significant harm to the character and appearance of the surrounding area, neighbour amenity and the highway system, whilst securing a satisfactory level of accommodation for the future occupiers of the development. The proposal is therefore in accordance with the requirements of the National Planning Policy Framework, Policies S1, S10 and H10 of the West Northamptonshire Joint Core Strategy, and Policy E20 of the Northampton Local Plan.

#### **2 THE PROPOSAL**

2.1 The applicant seeks planning permission to demolish the existing garage court, which has seen diminished use over recent times, and replace it with two 1 bedroom, semi-detached dwellings. These would feature rear gardens that would contain storage and clothes drying facilities. In addition, seven car parking spaces would be provided.

#### **3 SITE DESCRIPTION**

3.1 The application site consists of existing garage court, constructed in a single storey, unremarkable style. The surrounding area is characterised by the presence of residential accommodation, of

which the majority front onto the surrounding highway network. As a consequence, the application site is adjacent to the rear boundaries of a number of properties. A number of existing dwellings feature accesses onto Keswick Drive (of both pedestrian and vehicle type), and it is understood that these accesses would be retained should the proposed development come forward.

- 3.2 The application site is a short cul-de-sac that forms a spur from the main Keswick Drive. The site is also in close proximity to Churchill Avenue, which contains a number of residential dwellings. Typically, the properties to the north and west are two storey houses, whilst those to the east are bungalows.

## **4 PLANNING HISTORY**

- 4.1 None.

## **5 PLANNING POLICY**

### **5.1 Statutory Duty**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted West Northamptonshire Joint Core Strategy (2014) and Northampton Local Plan (1997) saved policies.

### **5.2 National Policies**

The National Planning Policy Framework (NPPF) sets out the current aims and objectives for the planning system and how these should be applied. In delivering sustainable development, decisions should have regard to the mutually dependent social, economic and environmental roles of the planning system. The NPPF should be read as one complete document. However, the following sections are of particular relevance to this application:

Paragraphs 7-12 - Presumption in favour of sustainable development.

Paragraph 60 - Housing needed for different groups in the community.

Paragraph 127 - Create places with a high standard of amenity for existing and future users.

Section 8 - Promoting healthy and safe communities.

Section 9 - Promoting sustainable transport

Section 12 - Achieving well-designed places.

### **5.3 West Northamptonshire Joint Core Strategy (2014)**

The West Northamptonshire Joint Core Strategy (JCS) provides an up to date evidence base and considers the current Government requirements for plan making as it has been prepared in full conformity with the NPPF. Policies of particular relevance are:

Policy S1 - The Distribution of Development

Policy S10 - Sustainable Development Principles.

Policy H1 - Housing

### **5.4 Northampton Local Plan 1997 (Saved Policies)**

Due to the age of the plan, the amount of weight that can be attributed to the aims and objectives of this document are diminished, however, the following policy is material to this application:

E20 – New development

## **6 CONSULTATIONS/REPRESENTATIONS**

- 6.1 Nine objections have been received. Comments can be summarised as:
- The proposal will lead to a loss of privacy.
  - The development will have an adverse impact on security.
  - On street car parking is in short supply in the vicinity.
  - The garages could be utilised for parking and storage.
  - The new dwellings would have designated parking, but existing properties would not.
  - The development would encourage on street car parking that would have an adverse impact on highway safety.
  - The development would result in vehicles being displaced onto Churchill Avenue and Keswick Drive, which would impact on the free flow of traffic.
- 6.2 As a result of discussions with the Highway Authority, the scheme has been amended. The consultation period had not concluded at the time of preparing this report. Any further representations will be reported to Committee via the addendum, which will be circulated prior to the committee meeting commencing.

## **7 APPRAISAL**

- 7.1 The application site is located in an area characterised by the presence of residential accommodation. As a consequence, it is considered that the delivery of additional dwellings would be complementary towards the prevailing character. Moreover, it is noted that the Council cannot, at this stage, demonstrate a five year housing land supply. This development would make a contribution, albeit small, to addressing the shortfall of new housing within the Borough.
- 7.2 Whilst it is appreciated that the surrounding area is characterised by dwellings that face away from the application site, thereby resulting in a number of rear gardens in close proximity to the application site, it is considered that owing to the separation distances, this arrangement would not cause significant harm to the amenities of surrounding properties owing to a loss of privacy. In addition to the preceding conclusion, it is considered that the positioning, and heights, of the proposed dwellings are such so as to prevent a significant loss of light and outlook to the occupiers of surrounding properties. In order to provide certainty of this consideration, a condition is recommended that would remove permitted development rights for the installation of any future extension.
- 7.3 The proposed dwellings would have access to sufficient light and outlook, in addition to appropriately sized rear gardens. These would contain sufficient room for the drying of clothes, a shed, and refuse storage. Furthermore, in order to promote a secure form of development, a condition would enable the Council to approve details of the boundary treatments at an early stage in the development process.
- 7.4 Whilst it is appreciated that the proposed dwellings are of a relatively simple design, they are consistent with the general functional design of the wider area. As a consequence of the prevailing vernacular, it is considered that the proposal would not have a significant adverse impact upon the visual amenity of the locality. Furthermore, the design of the dwellings has been enhanced through the addition of a porch, which adds interest to the general façade. For these reasons, and the fact that an appropriate level palette of materials has been proposed, it is considered that the design of the proposed dwellings is acceptable.
- 7.5 Whilst it is appreciated that the proposal would result in the loss of a number of garages, the proposal is unlikely to cause significant harm to the highway system. The reasons for this being that it would appear that the garage court does not appear to be used to a high level, which is possibly exacerbated by the fact that some of the garages are likely to be difficult to access. Furthermore, it is noted that a number of dwellings within the vicinity have their own in curtilage car parking and that an appropriate amount of off street car parking has been proposed for the new dwelling.

- 7.6 It is noted that representations received by the Council have commented upon the possibility of on street car parking associated with the development impeding visibility from other vehicular accesses in Keswick Drive. In response to this, it is considered that such opportunities for on street car parking already exist. Given that appropriate car parking has been provided as part of this proposal, it is considered that the proposal is unlikely to significantly alter this situation. As a consequence, it is considered that the proposal is unlikely to lead to a significant highways impact.
- 7.7 The scheme has been revised over the course of the application process in order to increase the width of the pavement in front of the dwellings, which would ensure that pedestrians accessing and leaving the proposed dwellings would have a suitable, and safe, means of access to the properties. This is considered important in order to promote sustainable means of travel associated with the development.

## **8 CONCLUSION**

- 8.1 It is considered that the development represents an appropriate land use, which would not have a significant adverse impact upon the character and appearance of the surrounding area, neighbour amenity and the highway system. Accordingly, the proposal is compliant with the requirements

## **9 CONDITIONS**

- 9.1 1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: (P)01; (P)02; (P)03; (P)04; (P)05; (P)06; SCH-001; SCH-002; SCH-003; and PH487100/KDG/TP/001.

Reason: For the avoidance of doubt and to accord with the terms of the planning application.

3. Full details of the method of the treatment of the external boundaries of the site together with individual plot boundaries shall be submitted to and approved in writing by the Local Planning Authority, implemented prior to the first occupation of the buildings hereby permitted and retained thereafter.

Reason: To ensure that the boundaries of the site are properly treated so as to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan.

4. Notwithstanding the provisions 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 dormers shall be constructed in the roof of the dwellings hereby permitted.

Reason: To safeguard the privacy of nearby residents in accordance with Policy E20 of the Northampton Local Plan.

5. Notwithstanding the provisions 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 extensions or outbuildings shall be erected to the dwellings hereby permitted.

Reason: To prevent overdevelopment of the site in accordance with Policy E20 of the Northampton Local Plan.

6. Prior to the commencement of construction works on site, details of the existing and proposed ground levels and finished floor levels of the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interests of residential and visual amenity in accordance with Policy E20 of the Northampton Local Plan.

7. The development hereby permitted shall be carried out in accordance with the materials specified on drawing SCH-001.

Reason: In the interests of visual amenity in accordance with the requirements of Policy E20 of the Northampton Local Plan.

8. The car parking and manoeuvring areas as shown on drawing (P)02 shall be fully implemented prior to the first occupation of the development hereby permitted and retained thereafter.

Reason: In the interests of highway safety, in accordance with the requirements of the National Planning Policy Framework.

9. Prior to the commencement of construction works, a desk top study in respect of possible contaminants within the site and a site investigation shall be designed. The scope and methodology of the desk top study and the site investigation report shall be submitted to and approved in writing by the Local Planning Authority. The site investigation and appropriate risk assessments shall be carried out and the results shall be used to produce a method statement for the necessary remedial works (and a phasing programme), which shall be submitted to and approved in writing by the Local Planning Authority. All remedial works shall be fully implemented in accordance with the approved method statement and phasing programme. Confirmation of the full implementation of the scheme and validation report(s) shall be submitted to the Local Planning Authority within 2 weeks of completion (or within 2 weeks of completion of each respective phase).

Reason: To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

10. 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, and where remediation is necessary a remediation scheme must be prepared, 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.

Reason: To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

## **10 BACKGROUND PAPERS**

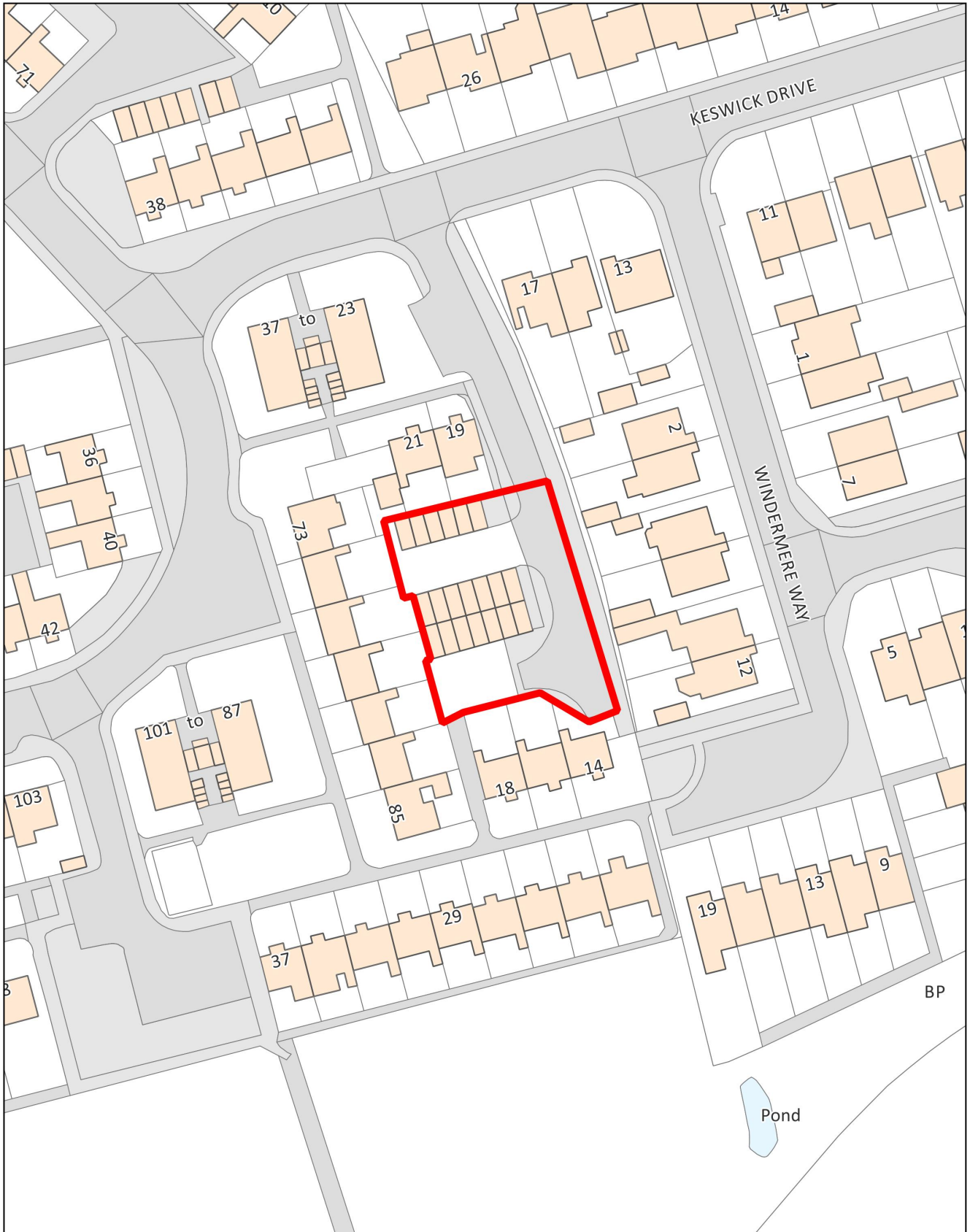
10.1 None.

## **11 LEGAL IMPLICATIONS**

11.1 The development is CIL liable.

## **12 SUMMARY AND LINKS TO CORPORATE PLAN**

12.1 In reaching the attached recommendations regard has been given to securing the objectives, visions and priorities outlined in the Corporate Plan together with those of associated Frameworks and Strategies.



**NORTHAMPTON**  
BOROUGH COUNCIL

Title: **Garages rear of 21 Keswick Drive**

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Date: 04-12-2018

Scale: 1:810

Drawn by: MJ