

**Report to District Development  
Management Committee**



**Epping Forest  
District Council**

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**Report Reference: DEV-015-2015/16.  
Date of meeting: 2 December 2015**

**Subject: Planning Application EPF/1771/15 – Garages behind 17 Queens Road, North Weald Bassett, Epping, CM16 6JE – Demolition of 54 existing garages and erection of 12 affordable homes with 28 parking spaces**

**Responsible Officer: Graham Courtney (01992 564228).**

**Democratic Services: Gary Woodhall (01992 564470).**

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**Recommendation:**

**(1) That planning permission be granted subject to the following conditions:**

- 1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.**
- 2. The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 612040 PL01, 612040 PL02E, 612040 PL03, 612040 PL04, 612040 PL05B, 612040 PL06, 612040 PL07**
- 3. No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.**
- 4. No development shall take place until details of foul and surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such agreed details.**
- 5. No development shall take place until a Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed strategy.**
- 6. No development shall take place until wheel washing or other cleaning facilities for vehicles leaving the site during construction works have been installed in accordance with details which shall be submitted to and agreed in writing by the Local Planning Authority. The approved installed cleaning facilities shall be used to clean vehicles immediately before leaving the site.**

- 7. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:**

  - 1. The parking of vehicles of site operatives and visitors;**
  - 2. Loading and unloading of plant and materials;**
  - 3. Storage of plant and materials used in constructing the development;**
  - 4. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;**
  - 5. Measures to control the emission of dust and dirt during construction, including wheel washing; and**
  - 6. A scheme for recycling/disposing of waste resulting from demolition and construction works.**
- 8. All construction/demolition works and ancillary operations, including vehicle movement on site which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 07.30 to 18.30 Monday to Friday and 08.00 to 13.00 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.**
- 9. No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping details shall include, as appropriate, and in addition to details of existing features to be retained: proposed finished levels or contours; means of enclosure; car parking layouts; other minor artefacts and structures, including signs and lighting and functional services above and below ground. The details of soft landscape works shall include plans for planting or establishment by any means and full written specifications and schedules of plants, including species, plant sizes and proposed numbers/densities where appropriate. If within a period of five years from the date of the planting or establishment of any tree, or shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.**
- 10. No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - recommendations) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.**

11. **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) no extensions generally permitted by virtue of Class A and B of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.**
12. **No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.**

**[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]**

13. **Should the Phase 1 Land Contamination preliminary risk assessment carried out under the above condition identify the presence of potentially unacceptable risks, no development shall take place until a Phase 2 site investigation has been carried out. A protocol for the investigation shall be submitted to and approved by the Local Planning Authority before commencement of the Phase 2 investigation. The completed Phase 2 investigation report, together with any necessary outline remediation options, shall be submitted to and approved by the Local Planning Authority prior to any redevelopment or remediation works being carried out. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.**

**[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the remediation scheme condition that follows]**

14. **Should Land Contamination Remediation Works be identified as necessary under the above condition, no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved remediation scheme unless otherwise agreed in writing by the Local Planning Authority. The remediation scheme must include all works to be undertaken, proposed remediation**

**objectives and remediation criteria, timetable of works and site management procedures and any necessary long term maintenance and monitoring programme. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 or any subsequent version, in relation to the intended use of the land after remediation.**

**[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the verification report condition that follows]**

- 15. Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.**
- 16. In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by 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 the immediately above condition.**
- 17. Prior to the first occupation of the development the access arrangements, vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access and parking areas shall be retained in perpetuity for their intended purpose.**
- 18. Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council.**
- 19. There shall be no discharge of surface water onto the Highway.**
- 20. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.**
- 21. All recommendations as set out in Section 5 of the Phase 1 Habitat Survey (undertaken by LaDellWood – June 2015) shall be followed, including the submission of and approval in writing by the Local Planning Authority of details regarding a bat sensitive lighting scheme (if necessary), position and design of bat boxes and bird boxes, and a planting scheme to improve the habitat for foraging bats. The development shall be implemented in accordance with such agreed details.**

## **Report:**

1. This application is put to the District Development Management Committee since it is a major application for development on the Council's own land that is for disposal.

## **Planning Issues:**

2. The application has been made by Pellings LLP on behalf of East Thames Housing Group for the demolition of the existing garages and erection of 12 no. affordable dwellings with associated parking, access and amenity space.

## Description of Site:

3. The application site is currently occupied by 54 garages, entrance court and a large grassed area to the south of the site. The garages are located to the western side and behind existing dwellings on Queens Road within the urban area of North Weald. The site slopes downwards towards the west. To the immediate north and west of the site are allotments.

4. The site is not located within the Metropolitan Green Belt, a conservation area or any other designated land. Concern has been raised with regards to whether the southern parcel of the site has been taken out of allotmentisation.

5. Whilst the application site was previously used as allotments this was purchased under Housing Acts powers in 1953 by a predecessor Council. The northern part of the site was developed for garages and the southern section left vacant. Replacement allotments were provided to the north and west of the site and the southern parcel of land within the site has not been cultivated since 1976.

## Description of Proposal:

6. Consent is being sought for the demolition of the existing 54 single storey garages and the erection of 12 no. two storey dwellings laid out as three terraces of four properties. Each terrace of four dwellings would measure a total of 22.5m (either end) and 21.5m (central) to a maximum depth of 10m. The proposed properties would have dual pitched roofs to a maximum height of 8.5m, with the two end properties (the two bed houses) dropping down to a height of 7.6m.

7. The development would provide 2 no. two bed and 10 no. 3 bed affordable dwellings with 34 off-street parking spaces and an improved access.

8. The existing access to the site would be increased in width by 2.5m through the reduction in the garden of No. 17 Queens Road.

## Relevant History:

9. None relevant to this application.

## **Policies Applied:**

- CP1 – Achieving sustainable development objectives
- CP2 – Protecting the quality of the rural and built environment
- CP3 – New development
- CP6 – Achieving sustainable urban development patterns

H2A – Previously developed land  
H3A – Housing density  
H5A – Provision for affordable housing  
H6A – Site thresholds for affordable housing  
H7A – Levels of affordable housing  
HC6 – Character, appearance and setting of conservation areas  
HC7 – Development within conservation areas  
NC4 – Protection of established habitat  
DBE1 – Design of new buildings  
DBE2 – Effect on neighbouring properties  
DBE3 – Design in urban areas  
DBE8 – Private amenity space  
DBE9 – Loss of amenity  
LL10 – Provision for landscape retention  
LL11 – Landscaping schemes  
U2A – Development in flood risk areas  
U3B – Sustainable drainage systems  
ST1 – Location of development  
ST4 – Road safety  
ST6 – Vehicle parking

10. The above policies form part of the Council's 1998 Local Plan. Following the publication of the NPPF, policies from this plan (which was adopted pre-2004) are to be afforded due weight where they are consistent with the Framework. The above policies are broadly consistent with the NPPF and therefore are afforded full weight.

Consultation Carried Out and Summary of Representations Received:

41 neighbouring residents were consulted and a Site Notice was displayed on 07/08/15.

PARISH COUNCIL – Objects to this application on the grounds that the proposal is too dense, there is not enough parking for the proposed number of properties, lack of visitor parking, properties are out of keeping, and visually detrimental to the area, the proposal represents overdevelopment of the site, over shadowing and overlooking of the properties and gardens adjacent to the site. Concern at the lack of amenity space. Concern as to additional strain on service such as school, doctors, hospitals, impact on wildlife who live on adjacent allotments. Concern at access road and the lack of a footway, also how would a Refuse Lorry access the site – if this was not possible then rubbish bags would be left in Queens Road to be picked up which would be a hazard and an eyesore. Concern at the sewerage capacity as there are known problems in the area of Queens Road and on that Estate. Concern as to whether or not the old area of allotment land has been taken out of allotmentisation, and whether or not it is legal for the District Council to utilise this land if it has not been through this process. The Parish Council is also concerned regarding the comments made by Cllr Stallan in relation to the Access Gate to the Queens Road allotments, in that the arrangement that the Parish Council has is only an informal one. Cllr Stallan did suggest that a more formal agreement would be made if the development did go ahead.

NORTH WEALD & DISTRICT PRESERVATION SOCIETY – Object as Queens Road has already been developed enough and this will add to existing congestion to the detriment of neighbours.

3 QUEENS ROAD – Object due to additional congestion, parking concerns and loss of views.

5 QUEENS ROAD – Concerned as the site is partially allotment land, since the style of the dwellings are out of character with the area and the development would be cramped, there is no access to the existing allotments, there would be an adverse effect on the wildlife on adjacent land, there is insufficient infrastructure to support the development and the due to issues regarding access and parking.

6 QUEENS ROAD – Object due to overdevelopment and loss of the open green space.

9 QUEENS ROAD – Object as this would over-urbanise the area, results in the loss of trees and grassland, will cause overlooking and a loss of privacy, there is poor access to the site, there would be inadequate and displaced parking, and since there is not the infrastructure to cope with the proposal.

11 QUEENS ROAD – Object due to overlooking, parking concerns, and impact on infrastructure.

21 QUEENS ROAD – Object due to the impact on existing parking problems.

29 & 39 QUEENS ROAD – Object due to the loss of parking, loss of vehicle access to the allotments, inadequate access and due to the impact on infrastructure.

83 HIGH ROAD – Object as it would disrupt access to their site and the allotments, no parking is provided for users of the allotments, this will cause major parking problems, and as there is no pedestrian access to the site.

RESIDENT OF QUEENS ROAD – Object since the proposed new dwellings would overlook their property and since this would impact on the living environment of the village.

NO ADDRESS GIVEN – Object due to the access and parking problems, due to a loss of privacy, and as this would be a cramped development.

### **Issues and Considerations:**

11. The key issues within this application are the suitability of the site for such a development, highway/parking concerns, design/layout, amenity considerations, and the impact on existing landscaping & ecology in and around the site.

#### **Principle of the Development/Design/Layout**

12. The application site is located in the built up area of North Weald and is largely a brownfield site since it contains 54 garages. However the southern section of the site is currently a green, undeveloped parcel of land that was formerly used as allotments and therefore does not constitute previously developed land.

13. Local Plan policy RST13 states that “*the Council will: (i) not permit the development, or change of use, of existing allotment sites unless adequate*

*replacement facilities are provided in close proximity; and (ii) seek to provide conveniently located allotments should there be a satisfactory demand”.*

14. Whilst the site was formerly allotment gardens these have been confirmed as being non-statutory and were purchased under Housing Acts powers in 1953 by a predecessor Council. The northern part of the site was developed for garages and the southern section left vacant. During this time further allotments have been provided to the immediate north and west of the site. Since the allotments on this site were non-statutory there was no requirement to obtain consent from the Secretary of State to remove the allotment designation of this land. As such the previous acquisition of the land by the Council and subsequent development removed the former allotment designation. As such the site no longer constitutes allotment land.

15. Notwithstanding the above there have already been adequate replacement facilities provided to replace the former facilities on this site and, given the amount of time that the site has been vacant, it is considered that there is clearly no demand for allotments to be re-provided here. As such the proposed development complies with Local Plan policy RST13.

16. Notwithstanding consideration regarding the loss of the garages and assessment of the design/layout of the proposal, the principle of developing this site would be acceptable since it would make more efficient use of an urban, predominantly previously developed, site.

#### Affordable Housing

17. Local Plan policy H6A would not require any affordable housing to be provided on a scheme of this density on this size of site. However since the proposed development has been put forward on behalf of East Thames Housing Group and is located on Council owned land the development would provide 100% affordable rented properties. This would be of significant benefit to the overall housing provision within the district.

18. Since there is no requirement under Local Plan policy H6A to provide affordable housing on this site, and as this is a Council led development, it is not necessary to secure this by way of a legal agreement.

#### Highways/Vehicle Parking

19. A number of objections have been raised with regards to the loss of the garages and letting information shows that 29 of the 54 garages are currently rented out, with the remaining 25 not being in use. 12 of the 29 occupied garages are rented out to people living within a 200m area.

20. The proposed development would provide 34 off-street parking spaces (an additional 6 provided by way of a recently revised plan). The Essex County Council vehicle parking standards require 24 parking spaces for the proposed dwellings with 3 visitor parking bays.

21. As a result of the revised plans there would be 10 parking spaces provided over and above that required to serve residents of the site. This would cater for both visitors to the development and the wider area and would counter some of the space lost through the demolition of the garages.



22. A parking survey has been undertaken of the local area with regards to the potential overspill onto the highway. Essex County Council Highways have assessed all of the submitted information and, despite initial objections to the scheme, have concluded as a result of the submitted Transport Statement and additional on-site parking provision that *“any displaced parking has been mitigated and that there will not be any detriment to highway safety or efficiency as a result of the development”*.

23. Whilst the existing access is currently insufficient the proposed development would widen this by incorporating part of the garden of No. 17 Queens Road. This would provide a suitable access for the proposed development and therefore, subject to conditions, the proposed development would not be contrary to Local Plan policies ST4 and ST6 or the Highway Authority’s Development Management Policies.

24. The existing access to the adjacent allotments located within the northeast corner of the site would be retained.

### Design

25. The proposed new dwellings would be located within a linear row of three terrace properties and would have dual pitched roofs. The dwellings would be relatively traditional in terms of appearance and layout with the two smaller properties located on either end of the outer-most terraces. The external materials of the proposed dwellings would consist of a mix of red brick, off-white render and feature metal curtain walls and grey tile roofs.

26. Since the dwellings would be located behind No’s 5-21 Queens Road and would not be particularly visible within this street scene there is no requirement for the proposed new dwellings to mirror the existing properties within Queens Road.

27. The proposed scale and overall appearance of the proposed dwellings would be considered acceptable and would not be unduly detrimental to the overall character or appearance of the wider area.

28. The level of private amenity space for the proposed dwellings would range from approximately 40m<sup>2</sup> to over 90m<sup>2</sup>. The recommended levels of amenity space for the dwellings would be 60m<sup>2</sup> (two bed properties) and 80m<sup>2</sup> (three bed properties). As such some of the proposed dwellings would have undersized rear gardens. Nonetheless the supporting text of Local Plan policy DBE8 states that *“the Council may be prepared to relax these standards in certain circumstances, These may include where: (i) the housing is ‘affordable’ and the amount of land available is likely to be at a premium”*. Since the proposal is for a 100% affordable housing scheme the level of amenity space is considered to be acceptable in this instance.

### Neighbouring Amenity

29. The proposed dwellings would be located between 14.6m and 17.4m from the existing rear boundaries of the neighbouring properties and over 48m from the rear walls of the dwellings on Queens Road.

30. The Essex Design Guide states that new dwellings should be located a minimum of 25m from the backs of existing houses that they face and *“where new development backs on to the rear of existing housing, existing residents are entitled to a greater degree of privacy to their rear garden boundary, and therefore where the new houses are approximately parallel to the existing, the new houses may not encroach any closer than 15 metres to an existing rear boundary, even though with a*

*closer encroachment 25 metres between the backs of houses would still be achieved*". Since the proposed dwellings would be located approximately 15m or greater from the rear boundaries of the neighbours, and well in excess of 25m from the rear walls of these neighbouring dwellings, there would not be any undue overlooking or loss of privacy as a result of the proposed development.

31. Similarly, given the distances from the neighbours boundaries there would not be any undue loss of light or visual amenities to the surrounding residents.

32. Whilst objections have been received from neighbours with regards to the loss of views to the rear of their properties there is no right to a view and therefore this issue is not a material planning consideration.

33. Whilst the provision of 12 dwellings in place of 54 garages would decrease the level of possible vehicle movements to and from the site it would nonetheless result in an increase in activity within this backland location. Notwithstanding this, due to the level of development proposed, length of existing neighbours gardens, and general urban location of the site it is not considered that there would be any excessive loss of amenity as a result of noise or disturbance from the proposal development.

34. Whilst there would be some inevitable disturbance during the construction period of the development, this would be short term harm and is not a material planning consideration. Nonetheless conditions can be imposed in order to reduce and control any impact from the construction of the properties.

35. Whilst part of the existing garden of No. 17 Queens Road would be incorporated into the site in order for a wider access road to be provided a sufficient level of garden land would be left in order to ensure that adequate amenity space is retained for the residents of this property.

#### Trees and Landscaping

36. The application has been submitted with a Tree Survey report. Whilst the proposed development would involve the removal of several existing trees on the site there is no objection from the Council's Tree & Landscape Section with regards to the loss of these. However tree protection would be required in order to protect the trees shown to be retained on the site and details of hard and soft landscaping would need to be agreed. These matters can be dealt with by way of conditions.

#### Ecology

37. The application has been submitted with a Phase 1 Habitat Survey, which is considered to be acceptable. However recommendations as set out within section 5 of the survey would need to be followed. These are as follows:

- **Bats:** prior to any outdoor lighting being installed a bat sensitive lighting scheme must be adopted following guidelines from The Bat Conservation Trust ('Bats and Lighting in the UK'). This scheme should be submitted and approved by the LPA.
- **Bats:** Three bat boxes shall be installed, their position and design to be submitted and approved by the LPA.
- **Bats:** A planting scheme to improve the habitat for foraging bats shall be submitted and approved by the LPA.

- **Badgers:** Any site excavations must be covered at night time or a board placed within them as a badger escape route.
- **Birds:** Shrub removal must take place outside the bird breeding season or shall follow a nesting bird check by an ecologist. Bird boxes shall be installed on the retained trees on the site, their design and position to be submitted and approved by the LPA.
- **Hedgehogs:** Clearance work of log piles, leaf litter or scrub shall be undertaken by hand and a refugia shall be built according to the recommendations in the Phase 1 survey (para 5.7).
- **Reptiles:** Scrub clearance work shall be undertaken under the supervision of a suitably qualified ecologist between late March and September to avoid hibernation time and a refugia shall be built according to the recommendations in the Phase 1 survey (para 5.8).

### Land Drainage

38. The application site is almost completely located within EA Floodzone 1, however the south western corner of the site does fall within a modelled EA Floodzone 2. Although two southernmost dwellings would be located within the modelled Floodzone 2 the submitted FRA has calculated that this part of the site is at low risk of flooding.

39. No objection has been raised to the proposal from the Environment Agency, subject to compliance with the Flood Risk Standing Advice. This requires specific floor levels, compliance with Building Regulations, and compliance with a surface water management plan (where available) or the Strategic Flood Risk Assessment.

40. The submitted application includes a Sustainable Urban Drainage (SUDs) Statement, which was forwarded to Essex County Council for comment (since these are now the Lead Local Flood Authority). They have objected to the proposal due to the submitted Drainage Strategy being inadequate for various reasons.

41. Whilst the submitted Drainage Strategy falls short of the ECC requirements it is considered by EFDC Land Drainage that this matter can be adequately dealt with by condition, particularly given that EFDC is the land owner leading the proposed development. However a Land Drainage site visit is to take place prior to the Committee meeting and any additional comments following this will be verbally reported to Members.

42. There has been no objection received from Thames Water with regards to sewerage infrastructure capacity.

### Waste Comments

43. It should be noted that the Council carries out a front boundary refuse collection service from the point within the property closest to the public highway. Each property will require space to store and space at the boundary, to present for collection 1 x 180 litre refuse container, 1 x 180 litre food and garden container, 1 x 55 litre glass box and space for storage of recycling sacks. The development meets these requirements.

44. The width of the proposed access, internal roadway and turning head would be sufficient in size to allow for the manoeuvring of refuse lorries.

### Contamination

45. Due to the use of the site as domestic garages and the presence of made ground there is the potential for contaminants to be present on site. Since domestic dwellings with gardens are classified as a particularly sensitive proposed use an appropriate contamination assessment is required. As remediating worst case should be feasible it should be possible to deal with land contamination risks by way of condition.

### **Conclusion:**

46. The proposed development would provide much needed affordable housing and predominantly represents the redevelopment of a brownfield site within an existing urban location. The design and location of the proposal is considered to be acceptable and whilst the level of proposed private amenity space would be below the recommended standards it is considered that the proposed gardens would be sufficient in this instance since the proposal would be for 100% affordable housing.

47. Although the proposed development would result in the loss of occupied garages the displaced parking would be adequately mitigated and whilst the submitted Drainage Strategy is considered to be insufficient this can be adequately addressed by way of a condition.

48. Given the above the proposal development is somewhat balanced in terms of its acceptability, however it is considered in this instance that the benefits of the development, in particular the affordable housing provision, would outweigh any harm and therefore the application is recommended for approval, subject to conditions.