



**REGULATORY  
SERVICES  
COMMITTEE**

**REPORT**

21 July 2011

**Subject Heading:**

**P0877.11 – 5 Slewins Lane and land adjacent, The Drill roundabout, Heath Park**

**Demolition of existing dwelling & the construction of a residential development comprising 8 no. 2 bed flats including external works & access – revised application of P1501.10 (Application received 7<sup>TH</sup> June 2011)**

**Report Author and contact details:**

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**Policy context:**

**Local Development Framework  
London Plan  
National Planning Policy**

**Financial summary:**

**None**

**The subject matter of this report deals with the following Council Objectives**

Clean, safe and green borough	[X]
Excellence in education and learning	[ ]
Opportunities for all through economic, social and cultural activity	[ ]
Value and enhance the life of every individual	[ ]
High customer satisfaction and a stable council tax	[ ]

## SUMMARY

This application relates to the redevelopment of a site which fronts onto The Drill roundabout, Heath Park to provide a residential development comprising 8 no. 2 bedroom flats. This application follows a previous application for essentially the same development which was approved in December 2010. This current proposal varies from that previously approved in that the roof space would be used for living accommodation necessitating the inclusion of several additional dormers. The planning issues include the principle of development, design and street scene impact, parking and highway matters and amenity issues. These issues are set out in detail in the report below. Staff consider the proposals to be acceptable, subject to a legal agreement to prevent future occupiers from obtaining parking permits. It is therefore recommended that planning permission be granted subject to conditions.

## RECOMMENDATIONS

### **Recommendation A:**

That the proposal is unacceptable as it stands but would be acceptable subject to the applicant entering into a Section 106 Legal Agreement under the Town and Country Planning Act 1990 (as amended), to secure the following:

- A restriction on residents of the development, save for blue badge holders, applying for parking permits within the local area.

That staff be authorised to enter into a legal agreement to secure the above and upon completion of that agreement, grant planning permission subject to the conditions set out below.

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 the LDF 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 - Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the buildings shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

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 LDF Development Control Policies Development Plan Document Policy DC61.

6. 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.

7. Cycle storage - Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC36.

8. Boundary treatment - Prior to the commencement of the development hereby approved, details of proposed boundary treatment, including details of all boundary treatment to be retained and that to be provided, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be carried out in accordance with the agreed details and the boundary treatment retained thereafter.

Reason: In the interests of privacy and amenity and to accord with Policies DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

9. Secure by Design - Prior to the commencement of the development hereby approved a full and detailed application for the Secured by Design award scheme shall be submitted to the Local Planning Authority, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Havering Crime Prevention Design Advisor the development shall be carried out in accordance with the agreed details.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

10. External lighting - Prior to the commencement of the development a scheme for the lighting of external areas of the development including the access road shall be submitted to and approved in writing by the local planning authority. The scheme of lighting shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The approved scheme shall then be implemented in strict accordance with the agreed details prior to the occupation of the development and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety and amenity. Also in order that the development accords with Policies DC32 and DC61 of the LDF Development Control Policies Development Plan Document.

11. Hours of construction - No construction works or 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 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 LDF Development Control Policies Development Plan Document Policy DC61.

12. Construction methodology - 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 authority; siting and design of temporary buildings;
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- h) 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 with the LDF Development Control Policies Development Plan Document Policy DC61.

13. Land contamination - 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 sites 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 of two parts:

Part A - Remediation Statement 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.

14. Sound attenuation - The buildings hereby permitted shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise and 62 L'nT,w dB (maximum values) against impact 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'.

## INFORMATIVES

1. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway 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 the StreetCare Service (Traffic and Engineering section) to commence the submission/licence approval process.
2. In aiming to satisfy conditions 8, 9 and 10 above, the applicant should seek the advice of the Borough Crime Prevention Design Advisor. He can be contacted through either via the London Borough of Havering Planning Control Service or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ.
3. Reason for Approval:

The proposal is considered to be in accordance with Policies CP1, CP2, CP9, CP10, CP15, CP17, DC2, DC3, DC11, DC32, DC33, DC34, DC35, DC36, DC40, DC53, DC56, DC58, DC59, DC60, DC61 and DC63 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document as well as the provisions of Policies 3A.1, 3A.2, 3A.3, 3A.5, 3A.6, 3C.1, 3C.2, 3C.3, 3C.21, 3C.22, 3C.23, 3D.14, 3D.15, 4B.1, 4B.6 and 4B.8 of the London Plan.

#### 4. Planning Obligations

The planning obligation recommended in this report has been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligation is considered to have satisfied the following criteria:-

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

### **Recommendation B:**

In the event that the applicant refuses to enter into a Section 106 agreement or the agreement is not completed by the expiry of this application on 2<sup>nd</sup> August 2011 that the Head of Development and Building Control be authorised to refuse planning permission for the following reason:

1. The proposed development would, by the reason of the likely overspill of vehicles onto the highway, inhibit the free and safe flow of traffic, to the detriment of highway safety, contrary to Policies DC32 and DC33 of the LDF Core Strategy and Development Control Policies Development Plan Document.

## REPORT DETAIL

### **1. Site Description**

- 1.1 The application site is situated on the eastern side of The Drill roundabout. The site has a curved frontage onto the roundabout and Slewins Lane with the return frontage running parallel with Manor Avenue. The southern portion of the site was until recently occupied by a residential dwelling (No. 5 Slewins Lane) and its associated rear garden. The plot of No. 5 Slewins Lane had a garage to the rear which was accessed from Manor Avenue. The northern portion of the site adjacent to Manor Avenue is an open parcel of land. This portion of the site was until relatively recently used by the Heath Park Motor Company to store vehicles. Access to this portion of the site is taken from Manor Avenue. The site has an overall area of 0.126 hectares. The site as a whole is presently behind a hoarding.
- 1.2 The character of the surrounding area is formed predominantly by two storey detached and semi-detached residential dwellings of varied architectural design. Centred on The Drill roundabout the building forms and land uses are however more varied in nature. To the western side of the junction is the Drill Corner minor local centre which is formed of two storey terraced buildings with commercial uses at ground floor with residential flats above. To the south west of the site is The Drill Public House and beyond this the buildings which until recently occupied by the Heath Park Motor Company. To the north of the site is the Gidea Park Methodist Church and hall.
- 1.3 The surrounding area is subject to a number of parking controls. The section of Manor Avenue and Slewins Lane at the junction with The Drill roundabout is controlled by a single yellow line Monday to Saturday between 0830 and 1830. Away from the junction both Manor Avenue and Slewins Lane are controlled by a single yellow line Monday to Saturday between 0800 and 1000. Within Manor Avenue there are also a number of marked parking bays which are for disc parking only Monday to Saturday 0830 till 1830.

### **2. Background Information for Members**

- 2.1 Members will recall that the Committee granted planning permission for a new development of eight flats on this site at its meeting on 18<sup>th</sup> November 2010. This application relates to an almost identical proposal as that previously approved albeit the development now proposed would see additional living accommodation formed within the roof space of the building. The proposed additional living accommodation would necessitate four additional dormer windows, two to the front roof slope and two to the rear roof slope. In all other respects this application remains the same as previously approved.



### **3. Description of Proposal**

- 3.1 This application seeks full planning permission for the demolition of the existing dwelling at No. 5 Slewins Lane and the redevelopment of this site and the adjoining land to form a new residential development of 8 no. 2 bedroom flats. The layout of the proposed development is such that the proposed flats would be contained within a single two storey block positioned to the western end of the site fronting onto The Drill roundabout. To the rear of the block an area of communal amenity space is proposed totalling 300 square metres and to the side a gated parking area for 10 no. cars. Vehicular access to the parking area would be taken from Manor Avenue with a refuse and bicycle storage area being provided adjacent to the parking area.
- 3.2 The proposed block would adopt an 'L' shaped form which would follow the shape of the site and have three principal elevations facing the street. The first section of the building's façade would front onto Slewins Lane and measure 16.2 metres in width. The second portion of the building's façade would be a central section which would face onto the roundabout and measure 12.6 metres in width. The final portion of the building's façade would front onto Manor Avenue and would measure 18.5 metres in width. The building would have a maximum depth of 10.4 metres. The building would be covered by a hipped roof which would be 5.3 metres in height at the eaves and 9.4 metres to the ridge. The front elevation of the building would feature two projecting gable features at the pedestrian entrances with tiled canopies over. The central portion of the building would include two Juliet style balconies at first floor to the front façade and two pitched roof dormer windows to the roof slope above. A pitched roof dormer window is also proposed to the front elevation fronting onto Manor Avenue and a further pitched roof dormer window fronting Slewins Lane. Two flat roof dormer windows are proposed to the rear elevation of the building. The building would be finished in render with sections of facing brickwork to the proposed projecting gables and to form quoin features at the corners.
- 3.3 Internally the proposed flats would be arranged with four flats to the ground floor and four to the first floor. To the first floor flats would be arranged across two levels with the roof space being utilised to provide some accommodation.
- 3.4 To the front site boundary a new wall and railings is proposed. The proposed wall and railings would run almost the entire length of the front boundary a distance of 51 metres. The proposed boundary treatment would comprise a low height wall (0.7 metres) topped with galvanised open railings at a height of 1.75 metres from ground level. The proposed railings would be spaced approximately every 2.5 metres by capped brick piers with a maximum height of 1.8 metres. A sliding gate would be provided across the access to the proposed parking area.

### **4. Relevant History**

- 4.1 The following planning applications have previously been submitted for the site of No. 5 Slewins Lane in isolation and did not include the adjacent land;
- P0126.08 - Demolish existing dwelling and replace with six two bedroom flats – Refused and appeal dismissed
  - P0986.08 - Demolish existing building and construct five new two bed flats - Refused
- 4.2 The following applications have previously been submitted for the application site as now proposed;
- P1219.10 - Demolition of existing dwelling & residential redevelopment 8No. 2Bed flats including external works & access – Withdrawn.
  - P1501.10 - Demolition of existing dwelling & the construction of a residential redevelopment comprising 8 no. 2 bed flats including external works & access – Refused.

## **5. Consultations/Representations**

- 5.1 Neighbour notification letters have been sent to 41 adjoining addresses with one response being received raising objection on the grounds of a loss of privacy, the location of the proposed refuse store, car fumes and additional pressure on utilities. At the time of drafting this report the neighbour notification period has not yet expired but will have done prior to consideration of this application by the Committee (consultation period expires 11<sup>th</sup> July).
- 5.2 The Borough Crime Prevention Design Advisor considers that the proposal does not present any material crime prevention issues but requests conditions be imposed in respect of boundary treatment, landscaping, lighting and the Secure by Design award scheme.
- 5.3 The London Fire Brigade raise no objection.
- 5.4 Thames Water raises no objection to the proposal.

## **6. Relevant Policies**

- 6.1 Policies CP1 (housing supply), CP2 (sustainable communities), CP9 (reducing the need to travel), CP10 (sustainable transport), CP15 (environmental management), CP17 (design), DC2 (housing mix and density), DC3 (housing design and layout), DC11 (non-designated sites), DC32 (the road network), DC33 (car parking), DC34 (walking), DC35 (cycling), DC36 (servicing), DC40 (waste recycling), DC53 (contaminated land), DC56 (light), DC58 (biodiversity and geodiversity), DC59 (biodiversity in new developments), DC60 (trees), DC61 (urban design) and DC63 (crime) of the Local Development Framework Core Strategy and

Development Control Policies Development Plan Document are material planning considerations.

- 6.2 The Supplementary Planning Document for Residential Design is a material consideration as are the Supplementary Planning Documents for Sustainable Design and Construction and for Protecting and Enhancing the Borough's Biodiversity.
- 6.3 Policies 3A.1 (increasing London's supply of housing), 3A.2 (Borough housing targets), 3A.3 (maximising the potential of sites), 3A.5 (housing choice), 3A.6 (quality of new housing provision), 3C.1 (integrating transport and development), 3C.2 (matching development to transport capacity), 3C.3 (sustainable transport), 3C.21 (walking), 3C.22 (cycling), 3C.23 (parking strategy), 3D.14 (biodiversity), 3D.15 (trees), 4B.1 (design principles), 4B.6 (safety, security and fire prevention and protection) and 4B.8 (respect local context and communities) of the London Plan are relevant.
- 6.4 National policy guidance set out in Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Statement 3 'Housing', Planning Policy Statement 9 'Biodiversity and Geological Conservation' and Planning Policy Guidance Note 13 'Transport' are also relevant.

## **7. Staff Comments**

- 7.1 The issues arising from this application are the principle of development, the density and site layout, design and street scene issues, impact on amenity, parking and highway issues and biodiversity.
- 7.2 Principle of Development
  - 7.2.1 The application site is partly previously developed land with the northern portion having most recently been in use for the storage of vehicles in connection with the car sales trade. The southern portion of the site (No. 5 Slewins Lane) has been partly previously developed and was until relatively recently occupied by a single dwelling and associated rear garden area. The redevelopment of the site as a whole is judged to be acceptable having regard to Policies CP1 and DC11, subject to the detailed design of the proposals. Indeed the principle of the development has previously been accepted through the approval of the previous application reference P1501.10. The proposal presents the opportunity to remove the former car storage use and to replace it with a land use more compatible with the surroundings.
  - 7.2.2 Government guidance relating to sustainable development is contained within PPS1. This document refers in particular to the need to locate new development on land within existing urban areas. With reference to housing and sustainability local planning authorities are encouraged to make efficient use of land within urban areas. The redevelopment of the site would therefore contribute to the principles of urban regeneration and sustainability. The proposed residential redevelopment would contribute to

the London Plan objective of increasing the overall supply of housing, specifically relevant are Policies 3A.1 and 3A.2.

7.2.3 In the event that Members are minded to grant planning permission staff recommend that a condition be imposed requiring an investigation of any potential contamination of the site.

### 7.3 Density and Site Layout

7.3.1 As Members will be aware Policy DC2 of the LDF seeks to guide a higher density of development into those parts of the Borough which are well served by public transport. The application site falls just outside of the Gidea Park Public Transport Accessibility Level (PTAL) zone with the boundary of this zone passing through the middle of the adjacent roundabout. Within the Gidea Park PTAL zone a development density of 30-65 units per hectare is anticipated whereas outside of this zone 30-50 units per hectare is anticipated. The proposed development of 8 no. flats would achieve a density of 63 units per hectare. Staff are of the view that the density of development proposed is acceptable and make efficient use of the site. The number of units proposed and density of development remains unchanged from that previously approved.

7.3.2 The Council's Supplementary Planning Document for Residential Design advises that in most cases, new developments should respond to traditional street patterns. In this case staff are of the view that the proposed site layout would respond to the existing street patterns by providing a building which would be positioned towards the frontage of the site and have a conventional amenity area to the rear. The form of the building in one single block which would turn the corner providing a frontage to several roads is considered to be reminiscent of the nearby Drill Public House. The proposed block would be sited in a manner which would enable the introduction of areas of soft landscaping to the frontage to soften the built form. The layout of proposed building on the site would provide active frontages with clear distinctions between public and private space. It is considered that the arrangement and setting of the proposed building would be compatible with development in the surrounding area.

7.3.3 In respect of amenity space the Supplementary Planning Document (SPD) does not prescribe fixed standards for private amenity space or garden depths unlike previous guidance. Instead the SPD places emphasis on new developments providing well designed quality spaces that are usable. In the case of flatted development the SPD recommends that balconies are included. The proposed development would provide a communal amenity space of 300 square metres to the rear of the building. Staff are of the view that the proposed external space would be of a suitably high quality and provide sufficient amenity space for future occupiers. Although the proposed building would not incorporate external balconies areas the omission of these is considered to be preferable in design terms given the location of the site and the form of the building.

7.3.4 The provision of amenity space is not only important for providing external space for future occupiers but also provides space around buildings. The proposed building would be positioned in an 'L' shaped form with the portion of the building fronting onto Slewins Lane achieving a garden depth of 29 metres. The portion of the building fronting onto Manor Avenue would achieve a rear garden depth of between 11.5 and 14.5 metres. Staff are of the view that the proposed site layout would ensure that sufficient space is maintained around the proposed building.

7.3.5 The submitted plans show detailed information in respect of proposed hard and soft landscaping including new tree planting. Staff are of the view that the proposed landscaping is acceptable and would help to create a pleasant and attractive environment for future occupiers. If Members are minded to approve this application the applicant would be required to submit further details for approval in this respect.

#### 7.4 Design/Impact on Street scene

7.4.1 National policy guidance set out in PPS1 and PPS3 recognises the need for high quality design in residential development. In particular, PPS1 states that good design can help promote sustainable development; improve the quality of the existing environment; attract business and investment; and reinforce civic pride and a sense of place. As a consequence Council policy and guidance seeks to ensure that new residential development responds to the distinctive local building forms and patterns of development and respects the scale, massing and height of the surrounding physical context.

7.4.2 The character of the area surrounding the application site is drawn predominantly from two storey family housing of varying architectural styles and design. The proposed building would be of a two storey construction with hipped roof over and allowing accommodation within the roof space. A design statement has been submitted with the application. This explains that the height of the building has been designed to be compatible with that of adjacent residential development. It is intended that the proposed block would be of a timber framed construction and finished with render and facing brickwork. Members may agree that subject to a condition regarding materials the design of the proposed building would be of an acceptable appearance.

7.4.3 In respect of scale and bulk of built form, the proposed flatted block would be of greater scale and bulk than a conventional two storey dwelling. Notwithstanding this staff are of the view that there is scope on this site for a building of greater scale given the prominence afforded by this junction location. The application site fronts onto The Drill roundabout which is a busy road intersection where six roads converge. Surrounding the junction is a number of different building forms and land uses. These include the Gidea Park Methodist Church, The Drill Public House, the former Heath Park Motor Company's showroom and the terrace of buildings forming the minor local centre. Staff are of the view the provision of a building of the nature proposed would not be out of character in the street scene given the presence of a variety of building forms around the junction. It is recognised

that the proposed building would have a long frontage however the block has been designed to incorporate a number of architectural features which would provide relief to the elevations.

- 7.4.4 The proposed building differs from that previously approved in terms of external appearance through the addition of two additional pitch roof dormer windows to the front elevation and two additional flat roof dormer windows to the rear elevation. The dormer windows are proposed in order to provide head height and light into rooms within the roof space of the building. The proposed additional front facing dormer windows would be of the same size and design as the central dormers previously approved. Although the additional dormer windows would add some additional bulk to the roof of the building staff consider their visual impact to be acceptable.
- 7.4.5 The openness of the roundabout junction means that the application site is highly visible in the street scene from a number of vantage points. To the northern side of the roundabout the buildings tend to be well set back from the junction whereas to the west and south of the junction the adjoining buildings tend to be positioned in a manner tight to the back edge of the footway. The proposed building would be set back from the front site boundary with Slewins Lane by 11.5 metres and from the boundary with Manor Avenue by 3.6 metres. The southern portion of the proposed building would respect the existing building line in Slewins Lane and would adopt a similar footprint to the dwelling at no. 5 which has been recently demolished. The central portion of the building would be positioned 2.5 metres from the boundary at the closest point. The northern portion of the proposed building fronting Manor Avenue would respect the existing adjacent building line to the east. Staff are of the view that the set back of the building from the front boundary of the site would be sufficient to ensure that the building does not appear overly dominant in the street scene.
- 7.4.6 Policy DC63 requires new development to address safety and security in the design of new development. The proposal is considered acceptable in principle in this respect, subject to the imposition of conditions requested by the Borough Crime Prevention Design Advisor.

## 7.5 Impact on Amenity

- 7.5.1 The layout of the proposed development is such that the proposed flats would be contained within a single two storey block positioned to the western end of the site fronting onto The Drill roundabout. In terms of the impact of the proposed development on those properties to the south fronting Slewins Lane, the proposed building would adopt a similar footprint to the existing dwelling at no. 5 which is to be demolished. The southern portion of the proposed block would be contained within the existing front and rear building line of those dwellings to the south and as such would not have an adverse impact on light received or outlook. The northern section of the proposed block would turn the corner to be parallel with Manor Avenue however this portion of the building would be at least 11.5 metres from the boundary with the nearest residential dwelling at no. 7 Slewins Lane. Staff are of the view that this degree of separation is sufficient to

prevent the building being harmful to amenity. To the east of the site the nearest property to the application site is the dwelling at no. 4 Manor Avenue. The proposed building would be separated from this dwelling by at least 23 metres which is considered to be sufficient to prevent harm to residential amenity.

7.5.2 The proposed building would be internally configured so that the majority of window openings would face towards the street or towards the proposed rear garden area. Those windows proposed in the rear elevation facing east, including the one of the flat roof dormer windows, would be removed from the boundary with nearest adjoining property at no. 4 Manor Avenue by a distance in excess of 30 metres. A single bedroom window is proposed in the east facing flank wall of the building. This window would be removed from the boundary with no. 4 Manor Avenue by 17 metres. The proposed windows in the rear elevation of the building facing south would be removed from the boundary with no. 7 Slewins Lane by at least 11.5 metres at ground floor and 13.5 metres at first floor. At first floor level the building has been configured in such a manner which would see a window provided to the flank instead of the rear in order to protect the amenity of no. 7 Slewins Lane. The proposed flat roof dormer window facing east would be removed from the building with no. 7 Slewins Lane by at least 13.5 metres. The boundary with no. 7 is presently well screened by mature planting which would be retained. Staff are of the view that the degree of separation to neighbouring properties is sufficient to prevent a loss of privacy to adjoining occupiers.

7.5.3 To the eastern side of the proposed building a parking area is proposed for 10 no. cars. The proposed parking area would be removed from the southern site boundary with no. 7 Slewins Lane by a distance of at least 5 metres and screened by existing mature planting to this boundary. The proposed parking area would be positioned in a manner tight to the eastern site boundary however a degree of separation would be afforded to the nearest residential dwelling at no. 4 Manor Avenue by an existing garage and access way which is positioned between the two sites. Staff are of the view that the likely activity generated from the proposed parking area would not be harmful to residential amenity. The proposed parking area remains unaltered from the previous application.

## 7.7 Parking and Highway Issues

7.7.1 Policy DC2 recommends the provision of 2-1.5 parking spaces per unit in this location. The development would provide 10 no. off-street parking spaces resulting in the provision of 1.25 spaces per unit or the equivalent of one space per unit with two visitor spaces. The proposed development would therefore provide parking at a ratio below that advised by Policy DC2. Members will be aware that Government planning guidance contained within PPS3 places an emphasis upon a reduced need for car parking spaces and encourages local planning authorities to be flexible in allowing housing developments with limited or no off-street car parking in areas with good public transport accessibility and where effective on-street parking control is present or can be secured.

7.7.2 In this instance staff are of the view that a reduction in the parking standard would not be materially harmful in this location as there are existing on street parking controls in place. The application site is also located on several bus routes and within walking distance of Gidea Park railway station. In view of the shortfall in parking provision the applicant has confirmed a willingness, as per the previous application, to enter into a legal agreement to prevent future occupiers from applying for residents parking permits in any current or future Controlled Parking Zone scheme in the event that Members are minded to grant planning permission.

7.7.3 The proposed development would incorporate provision for secure cycle storage. Staff are of the view that the proposal accords with Policy DC36 in this respect and that further details could be secured via condition.

7.7.4 Policy DC40 advises that planning permission will only be granted for developments where suitable waste and recycling storage facilities are provided. In this case it is envisaged that refuse and recycling would be stored within an outbuilding located to the rear of the proposed block. The proposed outbuilding would be capable of holding several bins which on collection day could be wheeled to a collection vehicle in Manor Avenue.

## 7.8 Biodiversity and Ecology

7.8.1 The application site is judged to presently be of low ecological value in being occupied mainly by hardstanding, amenity grass and buildings. The proposal would see new areas of soft landscaping provided which has the potential to enhance ecology on the site. Policy DC60 sets out a general presumption in favour of the retention of trees. The proposal would see the retention of the existing mature landscaping to the southern site boundary with no. 7 Slewins Lane and the retention of the existing mature coniferous trees to the Slewins Lane road frontage. To the south east corner of the site two Cypress trees are to be removed in order to provide the proposed parking area. The trees are not mature nor of any particular significance. Staff are of the view that their removal is acceptable given that the proposal presents an opportunity for their loss to be mitigated through new landscaping including tree planting.

## 8. Conclusion

8.1 In conclusion, residential development on the site is considered to be acceptable in principle and has previously been accepted through the last application (reference P1501.10). The proposal is considered to be acceptable in terms of scale, form, massing and visual impact. Staff are of the view that the proposal would have an acceptable relationship to adjoining properties and would provide suitable amenity provision for future occupiers. The development is also considered to be acceptable in respect of parking and highway issues subject to the applicant entering into a legal agreement to prevent future occupiers from obtaining parking permits. It is therefore recommended that planning permission be granted.



## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

None.

### **Legal implications and risks:**

Legal resources will be required for the drafting of a legal agreement.

### **Human Resources implications and risks:**

None.

### **Equalities implications and risks:**

The Council's planning policies are implemented with regard to Equalities and Diversity.

## **BACKGROUND PAPERS**

Application form, plans and supporting statements received on 7<sup>th</sup> June 2011.