



**REGULATORY
SERVICES
COMMITTEE**

REPORT

15 September 2011

Subject Heading:	P1156.11 – Land adjacent 15 Oxford Road, Harold Hill Demolition of existing 20 garages and erection of 3 No. 2 storey 3 bedroom dwellings with associated parking (Application received 2nd August 2011)
Report Author and contact details:	Helen Oakerbee, 01708 432 800 Helen.oakerbee@havering.gov.uk
Policy context:	Local development Framework
Financial summary:	None

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This application relates to a Council owned garage court. This application proposes the demolition of the existing 20 garages and the erection of 3 no. 2 storey dwellings with associated parking and garden areas.

The planning issues are set out in the report below and cover the principle of development, impact on the streetscene, residential amenity and highways/parking. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

RECOMMENDATIONS

That planning permission be granted subject to the following conditions.

It is recommended that planning permission be granted subject to the following conditions:

1) Time limit: The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2) Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason:

The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

3) Parking standards: Before the building(s) hereby permitted is first occupied, provision shall be made for 6 x No. off-street car parking spaces for use by Plot 1, Plot 2 and Plot 3 and thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that adequate car parking provision is made off street in the interests of highway safety.

4) Materials: Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s)

shall be submitted to and approved in writing by the Local Planning Authority and 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 comply with Policy DC61 of the Development Control Policies Development Plan Document.

5) Landscaping: No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason:

In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

6) Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, no extensions, roof extensions, roof alterations or outbuildings shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:

In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61

7) Standard flank wall condition: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, no window or other opening (other than those shown on the submitted plan,) shall be formed in the flank wall(s) of the building(s) hereby permitted, unless specific permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:

In order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

8) Cycle storage: Before the building(s) hereby permitted is first occupied, provision shall be made on Plot 1, Plot 2 and Plot 3 for 2 x No. cycle storage spaces in accordance with the approved plans (Drawing Nr. 8430-155-1000, received 14th February 2011) and thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

9) Hours of Construction: No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the Local Planning Authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

10) Construction Methodology Statement: Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason:

To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

11) Visibility Splays: The proposals should provide a 2.1 by 2.1 metre pedestrian visibility splay on either side of the proposed access, set back to the boundary of the public footway. There should be no obstruction or object higher than 0.6 metres within the visibility splay.

Reason:

In the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC32.

12) Highways Licence Agreement: The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of the development.

Reason:

To ensure the interests of the travelling public and are maintained and comply with policies of the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

13) Secured by Design: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation might be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA

Reason:

In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF

14) Noise insulation: The building(s) shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise to the satisfaction of the Local Planning Authority.

Reason:

To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning and Noise"

1994.

15) 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

16) Obscure glazed windows: The proposed window on 1st floor level within the north and south elevations, serving the bathrooms as indicated on Drawing Nr. 10.6861.1301 shall be permanently glazed with obscure glass and thereafter be maintained to the satisfaction of the Local Planning Authority.

Reason:

In the interests of privacy, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

17) Road lighting: Before the building (s) hereby permitted is first occupied, a scheme for lighting within the development, to include the lighting along the access road, shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be provided and operated in strict accordance with the approved scheme.

Reason:

In the interest of residential amenity.

18) 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.

INFORMATIVES

1. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC2, DC3, DC7, DC33, DC36, DC55, DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

Note: Following a change in government legislation a fee is now required when submitting details pursuant to the discharge of conditions, in order to comply with the Town and Country Planning (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations, which came into force from 06.04.2008. A fee of £85 per request (or £25 where the related permission was for extending or altering a dwellinghouse) is needed.

2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic and Engineering on 01708 433750 to commence the Submission / Licence Approval process.
3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.
4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.
5. With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
6. In aiming to satisfy Condition 13 the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA is available free of charge through Havering Development and Building Control or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ." It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).
7. The applicant is advised that the London Fire Brigade require the developer shall install a private fire hydrant within the site, 1m clear of all obstructions. This hydrant is to be numbered P111994 and will conform to BS750:2006 and be indicated with a hydrant indicator plate conforming to BS3251:1976. Upon completion of works, this fire hydrant the surrounding areas should meet flush with the hydrant's frame and cover and the pit should be clear of any debris.

REPORT DETAIL

1. Site Description

- 1.1 The application site is a garage court located to the west of Oxford Road, which is a 'T' shaped road, connecting Colne Drive to the South and Petersfield Avenue to the north, with a branch road located centrally which serves as the access to the garage court and a terrace of properties No's 7-15 Oxford Road. The site is currently covered in hard standing and has 20 garages.
- 1.2 The site for residential development is approximately 654 square metres in size. Ground levels are generally level but slopes to the rear where properties set along Colne Drive are at a lower level.
- 1.3 The character of the surrounding area is predominantly residential to the south, east and west, typified by two storey terraced and semi-detached dwellings. North of the site on Petersfield Avenue changes in character and is typified by 4 storey terraces. Further up Petersfield Avenue is commercial development at ground floor with flats above in 3 storey blocks. The north of the site is bound by a brick wall, beyond which is a line of garages serving Petersfield Avenue, these are set at a higher level than the application site.

2. Description of proposal

- 2.1 This application seeks permission to demolish the existing 20 garages on the site and erect 3 No. terraced dwellings with associated parking and garden areas.
- 2.2 The dwellings would lie adjacent to no. 15 Oxford Road and front directly onto the highway. The dwellings would have a north-south orientation with windows and doors towards the front and rear. There would be one first floor flank windows to plot 1 and 3 serving a bathroom.
- 2.3 The width of the dwellings is varies between 5m to 5.2m, giving an overall width of 15.3m. The dwellings have an equal depth of 10.6m. The development is two storeys in height measuring 4.7m to the eaves and 8.9m to the ridge. The main entrance to each property is located to the northern elevation.
- 2.4 At ground floor, each dwelling provides a kitchen, living/ dining room and W.C. At first floor there are three bedrooms and a bathroom.
- 2.5 Access to the dwellings is via the existing highway which would be retained as a shared surface road (for pedestrians and vehicles). To the front of the dwellings would be a turning head. There would be 6 parking spaces, 2 to each plot.

2.6 Amenity space for each dwelling is provided to the rear. Plot 1 has 70 square metres of amenity space. Plot 2 (the mid terrace) has 56 square metres and Plot 3 has 78 square metres. All amenity areas would be screened by a 1.8m high brick wall.

3. Relevant History

3.1 None

4. Consultations/Representations

4.1 Neighbour notification letters were sent to 56 properties. 6 representations were received, stating the following objections.

- Pressure of the houses would cause flooding
- Fence is unacceptable boundary treatment and should be replaced with a brick wall.
- Nose of the building should be monitored
- Fence would result in loss of privacy
- Dwellings should be relocated to be in line with existing terrace
- Right of way to rear of properties is unsecure
- Construction related traffic and noise

5. Relevant Policies

5.1 Policies CP17 (Design), DC2 (Housing Mix and Density), DC3 (Housing Design and Layout), DC7 (Lifetime Homes), DC33 (Car parking), DC36 (Servicing) DC61 (Urban Design), DC63 (Crime) and the Residential Design Supplementary Planning Document of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents, Policies 3.5 and 3.8 of the London Plan (2011), PPS1 (Delivering Sustainable Development) and PPS3 (Housing) and the Residential Design Supplementary Planning Document are relevant.

6. Staff Comments

6.1 This proposal is put before the Committee as the site comprises land owned by the Council. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/streetscene issues, amenity implications and parking and highway issues.

6.2 Principle of development

6.2.1 The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres. The principle of residential development is considered acceptable in land use terms and the provision of additional housing is consistent with PPS3 as the application site is within an established urban area.

6.2.2 Policy 3.8 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. Policy 3.5 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 87 square metres for a 3 bed, 4 person two storey dwelling and 96 square metres for a 3 bed, 5 person dwelling. The dwellings have an internal floor space in excess of 100 square metres which is acceptable.

6.2.3 Policy CP1 indicates that outside town centres and the Green Belt, priority will be made on all non-specifically designated land for housing. The proposal is for redevelopment of a derelict site within an existing residential area. The proposal is therefore acceptable in principle and in accordance with Policy CP1 and Policy 3.3 of the London Plan.

6.3 Site Layout/ Amenity Space

6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 The amenity space to all three dwellings is provided towards the rear in single blocks, revised plans have been received, following concern from local residents with regard to the suitability of a timber fence in this location, revised plans have been received which provides a 1.8m brick wall as a boundary enclosure to the rear gardens. The amenity areas would not be visible from any public view points and would follow the existing urban grain. Amenity space would measure between 35 and 60 square metres. These gardens have access via a side entrance, gated to Oxford Road.

6.3.3 Amenity space in the local area is similarly arranged to the rear of properties and ranges in size. Adjacent properties in Oxford Road measure between 31 and 57 square metres whilst properties on Colne Drive have gardens in excess of 80 square metres. Staff are of the opinion that the garden areas would be large enough to be practical for every day use and with the provision of walling, would be screened from general public views and access. It is therefore considered that the proposed garden areas would acceptably integrate into the locality and comply with the requirements of the Residential Design SPD.

6.3.4 The residential density range for this site is 30-50 dwellings per hectare. The proposal would result in a density of approximately 47 dph. This density is within the recommended density ranges for this area and is therefore considered acceptable.

6.3.5 In terms of layout, the proposed terrace of 3 dwellings would form part of the Oxford Road streetscene and be set in line with No's 7-17 Oxford Road and set 1.8m off the flank boundary shared with No. 15 Oxford Road.

6.4 Impact on Local Character and Streetscene.

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.4.2 The surrounding area has no prevailing architectural style, but there is an established pattern of development with defined building frontages and heights. This is split into two character areas. First properties along Oxford Road and to the south along Colne Drive are 2 storeys in height; Petersfield Avenue represents a different character which is typified by terraces 4 storeys in height. Terraced properties in Oxford Road are finished with shallow pitched roofs with gable ends and it is proposed to introduce a terrace with hipped ends. The total height of the terrace would be 2.6m higher than the adjacent terrace no's 7-15 Oxford Road. However, given the hipped ends of the roof, spacing between building blocks and the adjacent 4 storey terrace on Petersfield Avenue, it is considered that the higher terrace of properties here would not be materially harmful in the streetscene. The higher garages of the adjacent site to the rear of Petersfield Avenue would continue to remain visible. Members however, are invited to apply their judgement with regard to the variation in roof heights.

6.4.3 In terms of design, the properties have a traditional design with covered entrance and symmetrical elevations. They would be finished with rendered elevations with a tiled roof; although the adjacent properties are finished with facing brickwork, there is no objection to render in this location and Staff consider this would be acceptable for the locality. However, samples and details of materials are to be conditioned so that Staff can ensure any external material is of a sufficient quality.

6.4.4 The proposals would be visible as part of the Oxford Road streetscene. The existing garages are built up to the boundaries and project forward of No. 15 Oxford Road. It was previously proposed to project the terrace 4m forward of No's 7-15, however, revised drawings have been submitted which have repositioned the dwellings in line with the existing terrace. This would ensure there is a continuous streetscene which is acceptable. This has resulted in a reduced garden area, this however, does not raise concern given the flexibility of the Residential Design SPD.

6.4.5 There is no change in ground levels across the application site, however, to the rear of the site, the ground level drops down, so that properties on Colne Drive are situated at a lower level. The properties are set in line to the rear with No's 7-15 and are not considered to result in an overbearing or visually intrusive relationship.

6.4.6 The development of housing on the site would improve the quality of the existing garage court and would therefore be an enhancement to the character and appearance of the surrounding area in general.

6.4.7 It is considered that the development of three 2-storey terrace dwellings in this location would have an acceptable impact on the character and appearance of the locality. In light of sufficient separation distances between the proposed dwellings and neighbouring properties, Staff are of the opinion that the proposals would not appear as a cramped form of development within the rear garden environment and overall would have an acceptable design and appearance, therefore compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

6.5 Impact on Amenity

6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

6.5.2 Representations received, objected on the grounds that the proposed boundary fence, dividing the site from the rear gardens on Colne Drive would result in a loss of privacy and not secure the ground, which could result in flooding. Following these concerns, amended plans have been submitted which incorporate a 1.8m high solid brick wall boundary enclosure to the rear boundaries and side boundaries. There is a rear access serving the adjacent terrace in Oxford Road, representations received object that this access could be lost, however, rights of way are not a material planning consideration that could substantiate a refusal reason, where they open out onto land under separate ownership.

6.5.3 The development would have one first floor flank window to plots 1 and 3 which serve a bathroom. These would face no. 15 Oxford Road to the south and the garden of 76 Colne Drive to the north. These windows will however, be conditioned to be fixed shut (with the exception of a fan light) and obscure glazed, and is therefore not considered to result in any loss of amenity through overlooking.

6.5.4 Towards the south, windows in the rear elevation would face onto the properties along Colne Drive. The separation distance between the rear elevation of the proposed terrace and no's 70-74 Colne Drive is 20m. There are no prescribed back to back distances, and given the garden depths between both properties, and the existing relationship between the

properties on Colne Drive and No's 7-15 Oxford Road, it is not considered that there would be any direct overlooking or invasion of privacy.

6.5.5 It is not considered that the terrace proposed would result in overshadowing of neighbouring properties, as the front elevation is now set in line with the existing terrace and the rear would not project beyond the existing building line. The existing garages are located in the same position where the massing is an existing relationship. Whilst there would be an increase in height over the existing garages by the construction of a two storey terrace, it is not considered that the occupiers of the existing terrace would be affected by overshadowing.

6.5.6 In terms of additional noise and disturbance, it is not considered that the addition of 3 x family dwellings would give rise to any undue levels of noise and disturbance to the surrounding neighbouring properties within what is a predominantly residential area. The dwellings would be built using a timber frame; this would speed up the construction process over traditionally constructed brick buildings. This combined with a condition, restricting the hours of construction should minimise disturbance to neighbouring properties.

6.5.7 There would be 6 parking spaces provided, 2 for each dwelling. Plots 1 and 2 have parking spaces provided to the front of the dwellings, whilst plot 3 has two parking spaces located to the northern boundary, opposite the rear service road for no's 176-134 Petersfield Avenue. Oxford Road in any case is currently used for residential parking, in association with the surrounding dwellings. Staff are of the opinion that the parking is sufficiently removed from existing dwellings and that no noise or light pollution would occur as a result of these 6 car parking spaces on the site.

6.5.8 Staff consider the proposal to be acceptable in its current form. Given the size of the proposed 2-storey development in relation to the resultant limited plot space, any additions, extensions or alterations to the dwelling may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all Permitted Development Rights for the proposed development should be removed in order to safeguard the appearance of the street scene and amenities of neighbouring occupiers.

6.5.9 It is considered that the layout, siting and design of the proposed development would be acceptable with no material harmful impact on the amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 Highway/Parking/Access

6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5

parking spaces per unit for a development of this type nature. The development would provide a total of 6 x parking spaces, which equates to 2 per dwelling. In terms of the number of spaces proposed, the provision of off-street parking spaces would comply with the requirements of Policy DC33 and no issues are raised in this respect.

6.6.2 According to information provided by the applicant, all 20 garages are in a poor condition. Only 1 of the garages is currently let, the tenant of this garage will be offered suitable alternative accommodation. The loss of these garages in favour of the proposal to provide new family accommodation is therefore considered acceptable and would not result in any highway safety or parking issues through displacement parking.

6.6.3 The access road would have a shared surface with the pedestrian path demarcated in contrasting pavers. The width of the access road would therefore remain as existing and raises no objection from Staff. Representations received, objected to the lack of parking, in light of there being no objection from the Highways Authority, Staff consider there are no reasonable ground on which to base a refusal reason. In terms of construction activity, any materials the developer wishes to store on the public highway in Oxford Road will require a licence from the Highways Authority.

6.6.4 The development provides storage for 2 x no. cycle spaces to each dwelling which would comply with the Council's standards as set out in Annex 6 which requires a provision of 2 spaces per dwelling with 3 or more bedrooms.

6.6.5 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

6.7 Other issues

6.7.1 The plans do not show an exact location for refuse storage, however, the applicant has indicated that the access road is sufficiently wide enough for a refuse cart to enter, and that refuse storage would be provided within the entrance porch to each dwelling.

7. Conclusion:

7.1 Overall, Staff are of the opinion that the proposals to provide 3 dwellings would be of an acceptable appearance, they would be set in line with the existing terrace forming No's 7-15 Oxford Road. It is also considered that the proposal presents an acceptable degree of spacing between the buildings, proposed and existing and is not considered to appear as unacceptably dominant or visually intrusive. It is considered that the proposal would not have any detrimental impact on neighbouring properties. There are no highways issues raised with regard to the provision of parking

for the dwelling. The provision of amenity space is also acceptable and approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial implications and risks: None

Legal implications and risks:

This application is considered on its own merits and independently from the Council's interest as applicant and owner of the site.

Human Resources implications and risks: None.

Equalities implications and risks:

The proposed dwellings would be constructed to meet the Lifetime homes Standard which means that they would be easily adaptable in the future to meet the changing needs of occupiers.

BACKGROUND PAPERS

Application forms and plans received 2/08/2011.

1. The planning application as submitted or subsequently revised including all forms and plans.
2. The case sheet and examination sheet.
3. Ordnance survey extract showing site and surroundings.
4. Standard Planning Conditions and Standard Green Belt reason for refusal.
5. Relevant details of Listed Buildings, Conservation Areas, Article 4 Directions.
6. Copy of all consultations/representations received and correspondence, including other Council Directorates and Statutory Consultees.
7. The relevant planning history.