



**REGULATORY
SERVICES
COMMITTEE**

REPORT

15 September 2011

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| Subject Heading: | P1152.11 – Land adjacent 19 Leamington Close, Harold Hill Demolition of existing 20 garages and erection of one three storey block comprising 6 flats 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

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| 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 a Council owned garage court. This application proposes the demolition of the existing 20 garages and the erection of 1, three storey block comprising 6, 2 bedroom flats with associated parking and amenity 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 flats 1-6 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) Cycle storage: Before the building(s) hereby permitted is first occupied, provision shall be made for 6 x No. cycle storage spaces in accordance with the approved plans Drawing Nr. 10.6861.1200 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.

7) 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.

8) 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.

9) 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.

10) 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.

11) 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

12) 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.

13) 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

14) Obscure glazed windows: The proposed windows on 1st and 2nd floor level within the eastern and western elevation, serving the bathrooms as indicated on Drawing Nr. 10.6861.1200 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.

15) 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.

16) 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 11 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 rear of Leamington Close. The site is currently covered in hard standing and has 20 garages located to the east and west boundaries.
- 1.2 The site for residential development is approximately 540 square metres in size. Whilst the garage court is level, the surrounding land levels vary significantly from a low in the south, rising north. The site is surrounded by open land with pathways connecting the various blocks of flats.
- 1.3 The character of the surrounding area is predominantly residential and is typified by blocks of flats measuring up to 3 storeys in height; these are built in facing brick with projecting balconies. These blocks of flats are divided by large open spaces filled with mature trees.

2. Description of proposal

- 2.1 This application seeks permission to demolish the existing 20 garages on the site and erect a single three storey block, comprising 6 No. 2 bedroom flats. There would be 2 flats on each floor.
- 2.2 The dwellings would lie adjacent to no. 19 Leamington Close, which forms part of a block of flats 'Hungerford House' and front onto a car park for residents which includes a cycle and refuse store and soft landscaping. The dwellings would have a north-south orientation with windows and doors

towards the front and rear. There would be two windows on each level on the western elevation, these serve a bathroom and bathroom. The eastern elevation has one flank window to each level, this serves a bathroom.

- 2.3 The width of the block measures 15m wide, 11m deep (12.4m deep including the projecting entrance), 8m high to the eaves and 11.7m high to the ridge.
- 2.4 Each flat has two bedrooms, open plan kitchen and living room and bathroom. These are accessed via a central corridor.
- 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 is a cycle store and refuse store and 6 parking spaces, 1 for each flat.
- 2.6 Each flat is provided with private amenity space. The two ground floor flats would have private gardens with direct access from the living rooms, these measure approximately 58 square metres. The four first and second floor flats have projecting balconies with direct access from the living rooms. These measure 6.75 square metres.
- 2.7 The flats are arranged to meet the Lifetime Homes Standard and be constructed using a timber frame system, which would make the construction process faster than conventionally built brick developments. Overall, the development would meet Code Level 4 for Sustainable Homes.

3. Relevant History

- 3.1 None

4. Consultations/Representations

- 4.1 Neighbour notification letters were sent to 168 properties. 2 representations were received, stating the following objections.

- Access road is too narrow
- Screening between properties
- Parking is insufficient
- Loss of natural light
- Loss of green open space

5. Relevant Policies

- 5.1 Policies CP17 (Design), DC3 (Housing Design and Layout), DC33 (Car parking), 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, Policy 3.8 (housing choice), 6.13 (parking) of the London Plan,

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 61 square metres for a 2 bed, 3 person flat and 70 square metres for a 2 bed, 4 person dwelling. The dwellings have an internal floor space in excess of 77 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 which seeks to increase London's housing supply.

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 Each flat is provided with private amenity space. The two ground floor flats have direct access onto a private rear garden, these measure approximately 58 square metres and are provided in a single block, enclosed by a 1.8m timber fence. The four flats on first and second floors each have a balcony,

covering an area of 6.75 square metres, located off the living room. This provision of amenity space is considered acceptable and in accordance with the SPD for Residential Design.

6.3.3 The residential density range for this site is 30-50 dwellings per hectare. The proposal would result in a density of approximately 111 dph. This density is significantly higher than the range provided above; however, the site is located surrounded by large three storey blocks of flats with similar or higher densities. Staff consider the proposals to be of an appropriate density for the area.

6.3.4 In terms of layout, the block is located centrally within the application site, and would be surrounded by the open spaces between the surrounding blocks of flats. The block would be positioned 7m to the nearest block to the west and 12.4m to the nearest block to the east. In all, Staff consider that the proposed block of flats would not appear cramped within the locality.

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 detached blocks of flats, three storeys in height with pitched roofs surrounded by open green spaces. This creates a defined residential setting, with a spacious open character.

6.4.3 In terms of design, the block would be three storeys in height with pitched roof and feature a three storey entrance projection; this is broadly similar to surrounding blocks of flats. It is proposed to finish the block in a mixture of facing brick and painted render with glass balconies and timber boarding, resulting in a contemporary appearance. Although the surrounding properties are finished mostly with brickwork and have a traditional appearance, typical of their age there is no objection to a more contemporary building using a contemporary pallet of materials. 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 surrounded by areas of open space and adjacent blocks of flats. When viewed from Petersfield Avenue to the south west the block would be screened by 'Camdourth House', 'Bracknell House', 'Brackley House' and 'Bedford House'. When viewed from Leamington Road and entrance to Leamington Close to the east, the block would be

screened by 'Lodden House', 'Hungerford House', 'Heathfield House' and 'Arnside House'.

6.4.5 Ground levels rise from the south on Petersfield Avenue to the north up towards Leamington Road and Leamington Close; however, there is no change in ground levels across the application site, where the garages have been constructed on a level platform. The proposed block would stand 2m higher than the adjacent block to the west, Bracknell House due to the change in ground levels, but would be no taller than Hungerford House to the east and 2m lower than Marsden House to the north. The height of the block would therefore continue the pattern of rising building heights across the locality. Due to the orientation of surrounding blocks of flats, the proposed flats would continue to be screened from surrounding public viewpoints on the public highway.

6.4.6 The development of flats on the site with inclusion of soft landscaping 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. The rear gardens of the ground floor flats would be enclosed by a boundary fence creating private gardens. This is not typical of the area, which has open communal space, however, where the existing garages extend right to the boundary creating a hard boundary enclosure, the proposed fence would have a softer appearance which raises no Staff concern and would improve the general appearance of the locality. Representations received queried the loss of trees; however there are no trees located within the garage court and the applicant has stated that no trees would be affected by the development.

6.4.7 It is considered that the development of three storey block to provide 6 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 block and neighbouring blocks, Staff are of the opinion that the proposals would not appear as a cramped form of development within the locality 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 The proposed three storey block is surrounded by adjacent three storey blocks. To the north Marsden House is situated 21m north on a ground level which is approximately 2.8m higher than the application site. Bracknell House is set 9m away to the west on a ground level which is 1.5m lower. Hungerford House directly east is located at a minimum of 12m and maximum of 14m away from the proposed block due to its angled

orientation. Ground levels between these two blocks are fairly level. Due to the spacing between these blocks, a three storey development here is not considered to result in any loss of light to neighbouring occupiers.

- 6.5.3 The development would have flank windows to all levels on its western elevation, these serve a bathroom and kitchen. Given the distances between blocks and the change in ground levels, the windows here would not result in any direct overlooking to adjacent properties in Bracknell House. The eastern flank windows facing onto Hungerford House serve a bathroom and would be conditioned so that it is obscure glazed and non opening with the exception of a top hung fan light.
- 6.5.4 The windows serving the bedrooms are located facing north onto Marsden House. Living room kitchen windows and the balconies are located facing south towards Bracknell House and Brackley House. These are not considered to result in any loss of amenity, where in this location balconies are a common feature to all adjacent blocks. There are no prescribed back to back distances, and given the staggered positioning between blocks here, it is considered that the block would not result in a loss of amenity through overlooking or loss of privacy.
- 6.5.5 In terms of additional noise and disturbance, it is not considered that the addition of 6, 2 bedroom flats would give rise to any undue levels of noise and disturbance to the surrounding neighbouring properties within what is a predominantly residential area. Representations received raised concern to the length of time that construction works would go on for and the impact upon neighbouring occupiers. The flats would be built using a timber frame; this would speed up the construction process over traditionally constructed brick buildings. A condition is also attached which restricts the hours of construction.
- 6.5.6 There would be 6 parking spaces provided, 1 for each dwelling. These are located to the north of the application site. Staff are of the opinion that the parking is sufficiently removed from nearest dwellings in Marsden House and Lodden House, approximately 7m away, that no noise or light pollution would occur as a result of these 6 car parking spaces on the site. These parking spaces are flanked by soft landscaping and combined with the change in ground levels, where Marsden House and Lodden House to the north are set at a higher level, there would be no loss of amenity.
- 6.5.7 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 parking spaces, which equates to 1 per dwelling. Representations received from the Highways Authority object to the level of parking. Staff note however, that the London Plan (adopted July 2011) recommends far lower levels of parking for residential developments over the current adopted 2008 LDF, where table 6.2 for Policy 6.13 (parking) states 1-2 bedroom units should provide less than 1 parking space per unit, as a maximum. It is also noted that the adjacent blocks of flats do not benefit from private parking, and Leamington Road and Petersfield Avenue do not have parking controls. It is considered that the development proposed would not result in significant demand for additional parking over existing levels and therefore 1 space per unit is acceptable.
- 6.6.2 According to information provided by the applicant, all 20 garages are in a poor condition. Only 4 of the garages are currently let and the tenants of these garages 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 for vehicles and pedestrians. The width of the access road would therefore remain as existing, representations received have stated this road is too narrow to be used as an access for refuse vehicles, however there is no highways objection raised on this basis and the flats provide an area for refuse storage. This can be considered acceptable by StreetCare and therefore Staff raise no objection on this basis. The site would also be accessible for pedestrians via a number of pathways which run around the site via the open green spaces.
- 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.

7. Conclusion:

- 7.1 Overall, Staff are of the opinion that the proposals to provide 6, 2 bedroom flats would be of an acceptable appearance, they would be largely screened from the Petersfield Avenue and Leamington Road. It is also considered that the proposal presents an acceptable degree of spacing between the

surrounding blocks of flats and is not considered to appear as unacceptably dominant or visually intrusive, despite a contemporary finish of materials. It is considered that the proposal would not have any detrimental impact on neighbouring properties. Whilst the parking provision represents a reduction on the requirement of DC33, this standard of parking is encouraged by the London Plan, in a location where not all residential units benefit from allocated parking, it is considered that there are no grounds on which to base a refusal. The provision of amenity space for each flat 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.