



# REGULATORY SERVICES COMMITTEE

# REPORT

17 November 2011

<b>Subject Heading:</b>	P1517.11 – Land rear of 55-57 Amersham Road, Harold Hill  Demolition of existing 30 garages and erection of 2 No. two storey semi-detached dwellings and 1 No. bungalow with associated parking and garden areas (Application received 30 <sup>th</sup> September 2011)
<b>Report Author and contact details:</b>	Helen Oakerbee, 01708 432 800 Helen.oakerbee@havering.gov.uk
<b>Policy context:</b>	Local development Framework
<b>Financial summary:</b>	None

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

Ensuring a clean, safe and green borough	[X]
Championing education and learning for all	[ ]
Providing economic, social and cultural activity in thriving towns	[ ]
Value and enhance the life of our residents	[ ]
Delivering 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 30 garages and the erection of 2 No. two

storey semi-detached dwellings and 1 No. detached bungalow 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

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 accord 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 on approved plan 10.6861.1100 B received 30<sup>th</sup> September 2011 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 on Plot 1, Plot 2 and Plot 3 for 2 x No. cycle storage spaces in accordance with the approved plans (Drawing Nr. 10.6861.1100 B) 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 first floor flank windows to Plot 2 and 3 serving the bathrooms, as indicated on Drawing Nr. 10.6861.1102 (received 30<sup>th</sup> September 2011) shall be permanently glazed with obscure glass and fixed shut with the exception of a top hung fan light 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) 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

16) Road Surface Lighting: Before the dwellings hereby permitted are 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.

17) 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.

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 P111992 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 55-57 Amersham Road. The site is currently covered in hard standing and has 30 garages located to the east and west boundaries.
- 1.2 The site for residential development is approximately 995 square metres in size. Whilst the garage court is level, the site is slightly higher than Amersham Road. The site is surrounded on all side by the gardens of adjacent residential properties on Amersham Road and Gooshays Drive. Some of these have accesses into the garage court. By the entrance to the site is a sub-station, this is enclosed with mesh fencing.
- 1.3 The character of the surrounding area is predominantly residential and is typified by two storey semi-detached dwellings set behind front gardens.

### 2. **Description of proposal**



- 2.1 This application seeks permission to demolish the existing 30 garages on the site and erect 1 No. bungalow (plot 1) and 2 No. two storey semi-detached dwellings (plot 2 and 3).
- 2.2 The bungalow is detached and set to the northern portion of the site. The semi-detached dwellings are set to the south. Between these dwellings in the centre of the site are 6 parking spaces, 2 per dwelling, set around a turning area, pedestrian paths and soft landscaping framing each dwelling.
- 2.3 The bungalow measures 10m wide, 8m deep, 2.1m high to the eaves and 4.7m high to the ridge. The internal layout comprises a kitchen, separate living/ dining room with direct access into the garden a bathroom and two bedrooms.
- 2.4 The semi-detached two storey dwellings measure a total of 12.5 m wide, 10.2m deep, 4.7m high to the eaves and 8.2m high to the ridge. At ground floor there is a kitchen, living room and W.C, at first floor there are four bedrooms and a bathroom.
- 2.5 Access to the dwellings is via the existing garage court access between 123-125 Amersham Road which would be retained as a shared surface road (for pedestrians and vehicles).
- 2.6 Each dwelling has an area for private amenity space; these are conventionally provided towards the rear, enclosed by a 1.8m timber fence. Plot 1 has an amenity space covering 100 square metres, plot 2 (western half of the semi-detached dwellings) an amenity area of 79 square metres and plot 3, an amenity area of 140 square metres.
- 2.7 The dwellings 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.
- 2.8 This application is a resubmission of planning application P1154.11 which was withdrawn. The changes to this application include a revision in design of the bungalow to reduce its height by 1.1m and remove all dormer windows. The eaves height is also reduced from 3.5m to 2.1m.

### **3. Relevant History**

- 3.1 P1154.11 – Demolition of existing 30 garages and erection of 1 no. chalet bungalow with 2 no. two storey semi-detached dwellings with associated parking and garden areas – withdrawn.

### **4. Consultations/Representations**

- 4.1 Neighbour notification letters were sent to 18 properties. At the time of writing this report, the 21 days for consultation has not expired and no representations had been received. At the time of the committee date, the

consultation period will have expired; any representations received will be reported verbally to Members.

## **5. Relevant Policies**

- 5.1 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), DC7 (lifetime homes), 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 geo-diversity), DC59 (biodiversity in new developments), DC61 (urban design) and DC63 (crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are material planning considerations.
- 5.2 The adopted Supplementary Planning Document for Residential Design and Landscaping are material considerations.
- 5.3 Policies 3.3, 3.5 and 3.8 of the London Plan (adopted July 2011) 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 107 square metres for a 4 bed, 6 person dwelling. No figures are given for bungalows, although a 2 bed 3 person flat with the same level of accommodation as proposed here has a set floor space of 61 square metres. The semi-detached dwellings have an internal floor space of at least 130 square metres and the bungalow, a floor area of 82 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 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 Each dwelling has a private area of amenity space provided to the side/ rear of the dwellings. These measure 100 square metres for the plot 1, and 79 square metres for plot 2 and 140 square metres for plot 3. Although the garden to plot 3 is substantially larger than plot 2, this is due to the staggered shape of the site to the south. In any case, the SPD does not prescribe minimum garden sizes. The amenity spaces are directly accessible from the living rooms of all dwellings, and are provided in single enclosed blocks. In all, they are considered to accord 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 33 dph which is within the approximate ranges. Staff consider the proposals to be of an appropriate density for the area.

6.3.4 There are no longer prescribed back to back distances between properties. However, plot 1 would have a separation distance from plot 2-3 of 8.2m and be set 21m apart as a minimum from No. 57 Amersham Road. There would be separation distance of 15m to No. 48 Gooshays Drive to the west. Plots 2-3 are set 12m away from the closest properties on Harlesden Close to the east, and 14.8m from No's 44-46 Gooshays Drive. The orientation of these dwellings are so that they face onto their respective rear gardens and onto the shared parking court. In all, the layout of the dwellings is considered acceptable and would acceptably integrate into 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 defined building frontages and heights, two storeys with pitched roofs. The proposed dwellings would be set behind the frontage properties of Amersham Road and would not be visible as part of the streetscene due to their set back location. A detached refuse store is provided within the site, adjacent to the entrance by the access track, this is set back and is not considered to appear intrusive.
- 6.4.3 The proposal is formed from two styles of property, the first a detached bungalow and the second a pair of semi-detached two storey dwellings. The previous scheme was withdrawn following concerns over the design of the dormer windows and roof of the chalet bungalow. This has been revised so that a traditional bungalow is now proposed with fully hipped roof with canopied entrance. A reduction in maximum height from 6.8m to 4.7m and eaves height from 3.5m to 2.1m is also considered to reduce its overall bulk. The dwelling would be 1.5m deeper in order to accommodate a revised floor plan, however, this is acceptable. It is now considered that the design and appearance of the proposed bungalow (plot 1) is of an acceptable quality and would be finished in a mixture of materials including facing brickwork, concrete roof tiles and UPVC windows.
- 6.4.4 The semi-detached dwellings (plots 2 and 3) would be finished in an identical pallet of materials to Plot 1 with a fully hipped roof and symmetrical window arrangement. Staff consider the proposed materials to be acceptable within the locality and comparable with those on surrounding dwellings. In any event, full details and samples of materials can be controlled should Members be minded to grant planning permission. There would also be a clearly defined entrance with canopy over which reinforces the front elevation of each dwelling within the garage court. The inclusion of soft front landscaping and pathways would also soften the appearance of the dwellings and improve the general appearance of this back land site.
- 6.4.5 Ground levels rise marginally from the east to the west, away from Amersham Road, where properties on Gooshays Drive are set at a 0.5m higher than the application site. This proposal omits the first floor accommodation in the bungalow. The semi-detached dwellings have conventionally flat frontages with a symmetrical window layout and pitched roof, similar to that of neighbouring dwellings. The applicant has provided section drawings which show all three dwellings proposed having a lower ridge height than surrounding dwellings where they would not result in a incongruous or overbearing appearance when viewed from surrounding dwellings.
- 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 3 family dwellings in this location would have an acceptable impact on the character and appearance of this location. 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 The separation distance between the rear elevation of Plot 1 and No's 57 Amersham Road is 21m. There is no longer accommodation proposed in the roof space and ground level accommodation is not considered to result in a loss of amenity to neighbouring occupiers in Gooshays Drive or Amersham Road.

6.5.3 Plots 2 and 3 have each have a first floor flank window which serves a bathroom and is to be conditioned so that they are obscure glazed and non opening, with the exception of a top hung fan light for ventilation. This is not considered to result in overlooking of adjacent occupiers No's 44-46 Gooshays Drive or No. 15 Harlesden Close. This property has a first floor window, serving what appears to be a bedroom. The proposed dwellings have been positioned away from No's 15 boundaries to leave a separation distance of 12m. This is considered acceptable given the orientation of these buildings which do not rely on this separation distance for their primary outlook. These dwellings are set 1m from the boundary shared with No's 44-46 Gooshays Drive with a separation distance of 14.8m. Given the orientation of these dwellings, where their primary outlook faces away from No's 44-46, this distance is considered acceptable. In order to future control changes and alterations to these dwellings, permitted development rights have been removed from all dwellings, which could result in the insertion of additional flank windows for example.

6.5.4 In terms of additional noise and disturbance, it is not considered that the addition of 3 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 and a condition is attached which restricts the hours of construction.

6.5.5 There would be 6 parking spaces provided, 2 for each dwelling. These are located centrally within the application site around a shared turning area.

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.

6.5.6 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 2 per dwelling. The level of parking is therefore acceptable.

6.6.2 According to information provided by the applicant, all 30 garages are in a poor condition. Only 1 of the garages is currently let and 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. No. 57 Amersham Road has a detached garage in its private garden with access onto the garage court. This access has been retained as part of the development. No. 15 Harlesden Close to the south also has a private detached garage within its curtilage, this access would be lost as part of the proposals where the garden for the eastern half of the semi-detached dwellings would be located. Staff recognise that this revocation of the access would have an impact upon those occupiers. However, it is noted that a licence for access onto Council owned garage courts are granted with conditions which are subject to revocation, even where one has built a garage within their own garden. Whilst efforts are made to retain accesses where possible, in this instance it has not been possible to retain the access to No. 15 Harlesden Close, without comprising the layout the dwellings proposed. In this instance Gooshays Drive, Amersham road and Harlesden Close are not subject to parking controls and the loss of these accesses would not significantly add to demand for car parking. Where there is no Highways objection, Staff raise no objection.

6.6.3 The access road would have a shared surface for vehicles and pedestrians. The 3m width of the access road would therefore remain as existing, an area is provided for refuse storage set back from the public highway within a detached store. This has been considered acceptable by StreetCare and therefore Staff raise no objection on this basis.

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 Representations received from the London Fire Brigade require the provision of a private fire hydrant on site, which should conform with the relevant British Standard. This has been attached via informative.

## 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 largely screened from the Amersham Road streetscene. 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. The revisions to the chalet to provide a traditional bungalow are acceptable and overcome Staff concern with regard to design and overlooking. It is as such 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, although a garage access would be lost to a neighbouring occupier, this is not to be detrimental to the extent to justify a refusal of the application. 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 30-09-2011.

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.