

# REGULATORY SERVICES COMMITTEE

# REPORT

12 January 2011

<b>Subject Heading:</b>	P1743.11 – Land adj 184-188 Straight Road, Harold Hill  Demolition of existing garages and construction of a three storey extension to the existing building to provide 3 no. 2 bedroom flats (Application received 1st December 2011)
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<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	[ ]
Championing education and learning for all	[ ]
Providing economic, social and cultural activity in thriving towns and villages	[ ]
Valuing and enhancing the lives of our residents	[x]
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 4 garages and the erection of a three storey extension comprising 3 no. 2 bedroom self contained flats with associated 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) 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.

4) 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

5) Cycle storage: Before the building(s) hereby permitted is first occupied, provision shall be made for 3 x No. cycle storage spaces in accordance with the approved plans Drawing Nr. 10.6861.2700 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.

6) 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.

7) 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.

8) 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.

9) 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.

10) 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

11) Noise insulation: The building(s) shall be so constructed as to provide sound insulation of 45 DnT w, 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.

12) 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

13) Obscure glazed windows: The proposed windows on ground, first and second floors within the southern elevation, serving the hallway, bathroom and kitchen as indicated on Drawing Nr.10.6861.2701 shall be permanently glazed with obscure glass with the exception of a top hung fanlight 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.

14) 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 10 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 Straight Road, this serves the flats known as 184-188 Straight Road. This is a three storey detached 'T' shaped block constructed in facing brick with timber panels and hipped roofs.
- 1.2 This flatted block forms part of a group of 5 detached 'T' shaped three storey blocks surrounded by soft landscaping fronting the highway. These are staggered resulting in no constant building line. Beyond is a mixture of residential properties including terraced two storey dwellings and further flatted blocks. South of the group of flatted blocks is the McDonalds' restaurant.
- 1.3 The soft landscaping to the front of the site creates a pleasant open character, which mitigates the impact of height of the building in the locality. The rear is less open in character and is typified by garages, fencing and the rear entrances to properties on Myrtle Road.
- 1.4 Ground levels are generally flat and there are no trees within the site.

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

- 2.1 This application seeks permission to demolish the existing garages on the site and erect a three storey extension to the rear of the existing building, comprising 3 No. 2 bedroom flats. There would be 1 flat on each floor.
- 2.2 Connecting the flats with the existing building would be a three storey flat roof extension with a communal entrance and staircase providing access to each flat. Soft landscaping is provided to the north building with an area reserved for cycle storage and refuse storage. The dwellings would have windows to all elevations facing north (serving bedrooms and living room), east (living room) and south (hallway, kitchen and living room). The flats would be self contained and independently accessed from the existing block.
- 2.3 The link extension measures 6m wide, 2.3m deep and 8.2m high. This is finished with timber boarding. The depth of the flats measures 7m wide, 11.6m deep, 8.2m high to the eaves and 12m high to the ridge, to give a total extension depth of 13.9m and overall building length of 31m. This would be finished in facing brick with timber boarding vertically between windows.
- 2.4 Each flat has two bedrooms, open plan kitchen and living room and bathroom. These are accessed via a central corridor.



2.5 Each flat is provided with private amenity space. The ground floor flat has a enclosed terrace measuring 5.28 square metres with private enclosed garden measuring 83 square metres. The first and second floor flats have balconies measuring 5.28 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 36 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 CP17 (Design), 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, Policy 3.5 (quality and design of housing developments), 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. Each dwelling has a floor area of 68 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 ground floor unit has an enclosed terrace measuring 5.28 square metres with a garden beyond measuring 83 square metres. The first and second floor flats have a balcony also measuring 5.28 square metres. All terraces and balconies are located on the northern elevation with direct access from 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 100 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 densities. Staff consider the proposals to be of an appropriate density for the area.

6.3.4 In terms of layout, the extension is located to the rear of an existing flatted block, and would be surrounded by soft landscaping to the north, east and south. Beyond it would be flanked by the rear projections of two existing flatted blocks. The block would be positioned a minimum 7.1m north to the nearest flatted block (no's 178-182 Straight Road) to the south and a minimum of 34.2m west from No's 84 Myrtle Road. 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, the application site and wider group of flatted blocks have an established staggered positioning with defined open spaces which create a spacious setting. The extensions would extend the existing blank eastern elevation rearward and would be screened from Straight Road by the existing buildings front elevation and adjacent block no's 190-194 and no's 178-182 Straight Road.
- 6.4.3 When viewed from the rear on Myrtle Road the block would be visible within this streetscene. Staff consider that this extended elevation would not appear intrusive or overly dominant as it would be surrounded by soft landscaping and be set 2m rearward of the rear elevation of no. 178-182. This would retain the staggered building line of group of flatted blocks and is considered acceptable.
- 6.4.4 In terms of design, development is arranged in two elements, the linking communal entrance and main flatted accommodation. The communal entrance is arranged with a flat roof and is set back from the flank elevations of the building by 0.4m. This recess and flat roof design of the building, combined with its all timber boarded elevations creates a visual break in the extended elevation and is considered to reduce the overall massing of the building as a whole.
- 6.4.5 The main flatted block is three storeys in height with a pitched roof to match that of the existing building, this would be finished in facing brick with timber boarding between the windows as per the existing block. This is acceptable and continues the repeated design of the group of flatted blocks as a whole. Staff consider that the proposed design is 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.
- 6.4.6 The existing rear elevations of these blocks are blank and front onto fencing and areas of hard standing and vacant garages. This creates a blank streetscene with limited natural surveillance. The development of flats in a repeated design on the site with inclusion of soft landscaping would improve the quality of the existing garages and would therefore be an enhancement to the character and appearance of the surrounding area in general and introduce an active frontage onto Myrtle Road. The garden of the ground floor flat would be enclosed by a boundary fence creating a private space. This is not typical of the area, which has open communal space, however,

where the existing garages enclose the boundary and the area is hard standing, the proposed fence with garden would have a softer appearance which raises no Staff concern and would improve the general appearance of the locality.

6.4.7 The inclusion of balconies to the building represents a departure from the existing building and wider group of flats. These would be glass fronted and located on the northern flank elevation. These would not be visible from Straight Road due to the width of the existing building. When viewed from the rear on Myrtle Road these are not considered to be intrusive in character. The glass enclosure is lightweight in nature and is considered acceptable. An enclosed terrace and two balconies on this elevation would also be read in combination with the adjacent site (no. 196-200 Straight Road application reference P1744.11) which are also located on the northern flank elevation and would therefore form an individual character in this rear portion of the site and reinforce the new residential frontage to this portion of the street, rather than a rear servicing/ access road.

6.4.8 It is considered that the development of three storey extension to provide 3 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. Ground levels 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. The existing block to the south no's 178-182 cause an element of shadowing over the garages at present, however, the garages are built up to the site boundary, where as the extensions are located centrally, where no loss of light from existing development is considered to occur.

6.5.3 The development would have flank windows to all levels on the northern and southern elevations. On the southern elevation these serve the hallway, bathroom and kitchen, where these can be conditioned so that they are obscure glazed and non-opening with the exception of top hung fan lights for ventilation. To the northern elevation are windows serving both bedrooms and the living rooms doors which provide access onto the balcony and ground floor terrace, these are located at a minimum of 16.9m

south of 190-194 Straight Road and is not considered to result in direct overlooking given the separation distance, the balconies specifically would also overlook the highway rather than this neighbouring building due to its larger set back from the public highway.

- 6.5.4 The windows serving the bedrooms are on the rear elevation are located approximately 34.1m at a minimum from No's 84 Myrtle Road, this is not considered to result in overlooking given the separation distance. The Residential Design SPD does not prescribe 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 The extensions would be closest to the flank northern elevation of no's 178-182 at a minimum distance of 7.1m. This elevation however, is blank and Staff consider that there would be no loss of amenity. The windows in this elevation facing the site are located 12.8m away which raises no objection.
- 6.5.6 In terms of additional noise and disturbance, it is not considered that the addition of 3, 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. 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.
- 6.5.7 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 does not provide any off street or allocated parking. This is contrary to the provisions of DC33, 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.
- 6.6.2 Whilst a car free development is unusual in this location, outside of the town centres, Staff do not consider this would be unacceptable in context, where the existing flatted block and adjacent flatted blocks (45 flats in total) do not have any parking provision. These collective flats have not resulted in significant on street parking demand and an additional 3 (plus the 2

proposed under P1744.11 – creating 6 flats in total) are not considered to materially alter the locality. It is also noted that Myrtle Road and surrounding streets to the rear of the site has no parking control. It is likely that residents with cars would utilise this area of highway for parking. It is not considered to be detrimental to the overall function of the highway in this instance, where Myrtle Road is characterised by the rear of properties, where cars are not usually parked. This is an isolated case, where it is considered that a car free scheme is acceptable; however, Members are invited to apply their judgement in this respect.

- 6.6.3 According to information provided by the applicant, the existing garages are in a poor condition and all are vacant. The loss of these garages in favour of the proposal to provide new accommodation is therefore considered acceptable and would not result in any highway safety or parking issues through displacement parking.
- 6.6.4 The site would be serviced by Myrtle Road which is considered acceptable as this is an existing fully functioning servicing road which serves the existing blocks of flats. With regard to refuse storage, an area has been set aside within the site for the flats. This is considered acceptable; however, details of such storage are attached via condition.
- 6.6.5 The development provides storage for 1 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 1 space per flat.
- 6.6.6 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 3, 2 bedroom flats would be of an acceptable appearance, they would be largely screened from the Straight Road and would be of an acceptable appearance in Myrtle 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. It is considered that the proposal would not have any detrimental impact on neighbouring properties. Whilst there is no parking provision allocated for the flats, Staff note that the existing flats do not benefit from allocated parking, where, 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 1/12/2011

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.