



REGULATORY SERVICES COMMITTEE

12 September 2013

REPORT

Subject Heading:

P1510.12 Rear of 57 Brookdale Avenue,
Upminster

Report Author and contact details:

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Policy context:

Local Development Framework

Financial summary:

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 planning application has been called in by Councillor Ron Ower owing to the following concerns:

- Access Issues
- Size of the dwellings
- Impact on properties in Brookdale Avenue

The application is for the erection of two detached bungalows to the rear of 57 Brookdale Avenue. The proposal is considered acceptable in all material respects, including design and layout, impact on neighbouring amenity, environmental impact and parking and highway issues. The proposal is judged to be acceptable in all material respects and subject to safeguarding conditions it is recommended that planning permission is granted.

RECOMMENDATIONS

That the Committee notes that the development proposed is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3 and that the applicable fee would be £3,026.32. This is based on the creation of 152m² of new gross internal floor space.

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

- A financial contribution of £12,000 to be used towards infrastructure costs in accordance with the draft Planning Obligations Supplementary Planning Document.
- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

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

1. 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 following plans and documents approved by the local planning authority:

Awaiting amendments

Reason: To accord with the submitted details and LDF Development Control Policies Development Plan Document Policy DC61.

3. Car parking - Before the building(s) hereby permitted is first occupied, provision shall be made within the site for 2 No. car parking spaces per dwelling 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. Removal of 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 and C, no extensions, roof extensions, roof alterations shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:-

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

7. Storage of refuse - 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 Development Control Policies Development Plan Document Policy DC61.

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

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

9. Construction Methodology – Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the

adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning 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.

10. Secure 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. Boundary Treatment Prior to the commencement of the development hereby approved, details of all proposed walls, fences and boundary treatment shall be submitted to, and approved in writing by, the Local Planning Authority. The boundary development shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason:

To protect the visual amenities of the development and to prevent undue overlooking of adjoining properties and in order that the development accords with Policies DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

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

Reason:-

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

13. Wheel Washing Before the development hereby permitted is first commenced, wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works.

Reason:-

In order to prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC32.

14. 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

15. External Lighting No development shall take place until a scheme for external lighting has been submitted to and approved in writing by the Local Planning Authority. The scheme of lighting shall include the low level lighting of the access road. The approved details shall be implemented in full prior commencement of the hereby approved development and permanently maintained in accordance with the approved details.

Reason:

In the interests of security and residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policies DC61 and DC63

INFORMATIVES

1. 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 are available free of charge through Havering Development and Building Control. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).
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. The Highway Authority requests that these comments are passed to the applicant. 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 & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.

Should this application be granted planning permission, the developer, their representatives and contractors are advised that this does not discharge the requirements under the New Roads and Street Works Act 1991 and the traffic Management Act 2004. Formal notification and approval will be needed for any highway works (including temporary works) required during the construction of the development.

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

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

REPORT DETAIL

1. Site Description

- 1.1 The application site is triangular in shape with a narrow access from Brookdale Lane. The site is located to the rear of residential properties from 57-73 Brookdale Road and 65-75 Bridge Avenue. It should be noted that the applicants own the whole of the triangle-shaped area of land.
- 1.2 The site has been used for domestic animals and was until recently particularly overgrown with a number of mainly self-seeded trees which are not the subject of any protection. The site has an area of 0.164 hectares.
- 1.3 The application site currently comprises of a detached garage / store.

2. Description of Proposal

- 2.1 The proposal would involve the removal of the existing garage/ store and the erection of two adjoining houses on land to the rear of the frontage properties.
- 2.2 The proposed dwellings would be accessed via an existing shared 45m long driveway that is 4.5m wide dropping to 3.1m wide adjacent to the existing house.
- 2.3 The proposed house on Plot 2 (northern plot) would have three bedrooms and be a chalet bungalow with barn hipped roof with two dormer windows and a single dormer on the front and rear roof slopes, respectively. This property would be 8.3 deep and 9.7m wide.
- 2.4 The proposed house on Plot 1 (southern plot) would also have 3 bedrooms and be a chalet bungalow with half-hip roof with two dormer windows and a single dormer on the front and rear roof slopes, respectively. The building designed with two building lines at 9.63m wide and 10.36m deep would be set back from plot 2 by 2.3m.
- 2.5 The properties would be orientated to face north east. Two car parking spaces provisions are proposed to each property positioned to the north and east of properties 2 and 1, respectively.
- 2.6 Property no. 2 would have 221sqm of amenity space that wraps around the building at the northern west corner of the site.
- 2.7 Property no. 1 would have a rear amenity space of 302sqm that is located to the south of the site.

2.8 The proposal would result in the removal of trees from within the site.

3. Relevant History

3.1 P0705.12 – Change of use of part of the land forming part of the application site to residential use and retention of garage and hardstanding – Approved

3.2 P0675.10 - Demolition of garage at 57 Brookdale Avenue to provide access to land at the rear of the property and construction of a 3 bedroom and 2 bedroom house – Refused

Reasons for Refusal:

1. *The proposal would, by reason of the very close proximity of the proposed driveway to the flank wall of the host property, No.57 Brookdale Avenue and the flank wall and upper floor flank window of the adjoining property at No. 51 Brookdale Avenue, result in unacceptable levels of noise and disturbance to the existing and future occupiers of these frontage properties adversely affecting residential amenity, contrary to Policy DC61 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document.*
2. *The proposed development, by reason of its proximity to the site boundaries, scale, bulk and orientation would appear visually intrusive and overbearing in the rear garden environment, to the detriment of residential amenity, contrary to Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.*
3. *The proposed development, by reason of its isolated siting to the rear of existing frontage development, would appear out of character with the prevailing form of development in the locality, to the detriment of the appearance of the streetscene, contrary to Policy DC61 of the LDF Core Strategy and Development Control Policies DPD and the Residential Design Supplementary Planning Document.*
4. *The proposed development would, due to the scale and orientation and close proximity of the properties to each other and the existing shared boundaries result in overlooking/loss of privacy and interlooking between the properties and be visually intrusive, which would have a serious and adverse effect on the living conditions of adjacent existing and future occupiers, contrary to Policy DC61 of the LDF Core Strategy and Development Control Policies DPD and SPG on Residential extensions and alterations and the Residential Design Supplementary Planning Document.*

3.3 P1786.10 - First floor and single storey rear extension - Refused

4. Consultations/Representations

4.1 The application was publicised by the direct notification of adjoining properties. Twenty Nine letters of objection were received as summarised below:

- . Loss of privacy and overlooking from dormer windows
- . Loss of light
- . Impact on side window of no. 51 and their living conditions
- . Obstruction of views
- . Noise and disturbance from vehicles
- . Noise and disturbance from use
- . Congestion
- . Exhaust fumes
- . Loss of trees and wildlife
- . Out of keeping development
- . Pedestrian safety
- . Boundary disputes
- . Limited access for emergency services
- . Unacceptable access and parking provision
- . Access would be delivery of materials not acceptable
- . Over development
- . Pedestrian and vehicle conflict
- . Gates would cause congestion
- . Loss of value to property
- . Insufficient turning space to leave in a forward gear
- . Unacceptable position of refuse provisions
- . Maintenance and ownership of the shared drive

4.2 Ten letters of support was received as summarised as follows:

- . Reuse of derelict land and prevent fly tippers
- . Create jobs
- . Need for small affordable family housing
- . Proposal would not impact on the character of the area
- . Proposal is proportionate to the size of the land
- . Less noise and disturbance than the scouts

4.3 The Fire Brigade is satisfied with the proposal.

4.4 The Environment Protection Officer has no objection to the proposal.

4.5 Highways raise no objection to the proposal. The attachment of an informative is requested.

4.6 Secure by Design officer raises no objection to the proposal. The attachment of a condition and an informative is requested.

5. Relevant Policies

- 5.1 London Plan Policies: 3.3 (increasing housing supply), 3.4 (optimising housing potential), 3.5 (quality and design of housing developments), 3.8 (housing choice), 3.9 (mixed and balanced communities), 6.3 (assessing effect on transport capacity), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.3 (designing out crime), 7.4 (local character), and 8.2 (planning obligations).
- 5.2 Local Plan Policies: Policies CP1, CP2, CP9, CP10, CP17, DC2, DC3, DC6, DC7, DC30, DC32, DC33, DC34, DC36, DC40, DC49, DC50, DC51, DC53, DC55, DC61, DC63, and DC72 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document ("the LDF") are material considerations. In addition, the Residential Design Supplementary Planning Document ("the SPD"), Designing Safer Places SPD, Landscaping SPD, Sustainable Design and Construction SPD, and Draft Planning Obligations SPD are also material considerations in this case.
- 5.3 The provisions of the National Planning Policy Framework are also a material consideration.

6. Staff Comments

- 6.1 The issues arising from this application are the principle of development, the impact of its design, scale and massing on the character of the area, impact on neighbours living conditions and parking and highway matters.

6.1 Background

- 6.1.1 Planning application P0675.10 for two houses was previously refused. The refused scheme is materially different to this proposal.
- 6.1.2 The differences are as follows:

- Replacement of two detached dwellings with a semi-detached pair
- Orientation of the properties to face north east instead of northeast (plot 2) and north (plot 1)
- Greater set back of the front building line from the turning head
- Greater separation of the buildings from the neighbouring boundaries
- Re-arrangement of the private amenity space of each property
- Increase in the level of private amenity space for both properties
- Removal of one central car parking area and creation of two separate areas: to the north of plot 2 and east of plot 1
- Reduction in the number of dormer windows
- Installation of only obscure glazed windows to the rear of the properties
- Removal of the rear gable end on the plot one property
- Installation of gates along the access way
- Installation of a fence adjacent to no. 51

6.2 Principle of Development

- 6.2.1 Policy CP1 of the LDF seeks to ensure an adequate supply of housing within the Borough. More detail on the implementation of this policy and to ensure that new residential accommodation is suitable in all material respects is set out in the LDF development control policies.
- 6.2.2 The application follows planning application P0675.10 for the demolition of a garage at 57 Brookdale Avenue to provide access to land at the rear of the property and construction of a 3 bedroom and 2 bedroom house and planning application P0705.12 for the change of use of part of the application site to residential use and the retention of a garage and hardstanding.
- 6.2.3 The previous application P0675.10 confirmed that the development of residential property in this location was acceptable in principle. Planning application P0705.12 also confirmed that the change of use of part of the application site to an additional area of residential curtilage to no. 57 would be acceptable in principle.
- 6.2.4 Having considered all new material considerations, it is considered a residential use on this site in the form of two new dwellings on site would be acceptable in principle.

6.3 Density and Layout

- 6.3.1 The recently adopted SPD on Residential Design follows the principles of good design. In respect of layout, the SPD indicates that most of Havering's streets are grid based, characterised by a framework of interconnected routes that define street blocks and that new development should respond to this traditional street pattern. The common arrangement is the perimeter block structure with the fronts of dwellings lining the street and private spaces such as gardens located at the rear of the dwellings. It further indicates that cul-de-sacs are generally to be discouraged.
- 6.3.2 The proposal has been re-designed to ensure that the proposed properties by joining together and orientated towards the vehicle access into the site create a point of destination and a single block structure instead of a less favourable cul-de-sac arrangement. The re-positioning of the buildings to the centre of the application site also allows for a greater separation distance from the boundaries. This ensures that the proposal is not cramped, a visually intrusive and overbearing development within a rear garden environment.
- 6.3.3 The proposed garden arrangement and their positioning to the rear and side of the properties would also ensure that any future occupants would have sufficient amenity space for their enjoyment and a degree of privacy.

6.4 Design / Impact on Streetscene

- 6.4.1 Policy DC61 states that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context.
- 6.4.2 The previous application P0675.10 was refused as it was considered that the isolated siting to the rear of existing frontage development would appear out of character with the prevailing form of development in the locality, to the detriment of the appearance of the streetscene.
- 6.4.3 Further investigation and examination of the officer's report confirms that the primary concern was in fact the creation of a development which would be overbearing within the rear garden environment rather than one which would be harmful in streetscene, as suggested in the reason for refusal. Indeed, the officer's report stated that due to its rear garden location the development would not have a significant impact on visual amenity in the streetscene.
- 6.4.5 It is therefore considered that the outstanding issue to address is the impact of the development as a garden development on the surrounding rear gardens and neighbouring properties.
- 6.4.6 The proposed dwellings would be positioned more centrally within the application site with greater separation distances from the surrounding boundaries and of a more appropriate arrangement and orientation. The bungalows of a similar height to those previously assessed would remain in keeping with the scale and form of the bungalows within the surrounding area. In this respect, it is considered that the scale and design would not be out of character with existing building forms in the locality.
- 6.4.3 It is therefore considered that the proposed development by reason of its positioning, scale and design would not constitute an over bearing garden development or harm the residential appearance of the surrounding area.
- 6.4.5 The proposal also includes an access road to the side of the existing property. Streetcare have asked that there be a refuse collection point close to the highway end of the access drive. The access road would replace the existing vehicular access and the location of a bin collection point would be appropriately situated within the application site to not be visible from the streetscene. The proposed gates on the access road would be set back from the highway by over 24m and well away from the side elevations of the two adjacent properties. It is therefore considered that the proposed access road and gates would not have any significant adverse impact in the streetscene.
- 6.4.6 Subject to safeguarding conditions, it is therefore considered that the buildings by reason of their central positioning, design and limited scale and associated works address the previous reasons for refusal and safeguard and preserve the character and appearance of the surrounding area. The

proposal is acceptable in accordance with Policy DC61 and advice contained within the NPPF.

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 and should not have an unreasonably adverse effect on sunlight and daylight to adjoining properties.
- 6.5.2 The previous application P0675.10 was refused due to the fact that the buildings scale, orientation and their close proximity to the existing shared boundaries would have resulted in overlooking/loss of privacy within the scheme and a visually intrusive development, which would have had a serious and adverse effect on the living conditions of adjacent neighbours and future occupiers of the development.
- 6.5.3 The proposed dwellings have been redesigned into semi-detached chalet bungalows to allow for both properties to be orientated at the same angle and prevent any significant inter looking between the properties. The repositioning of the houses ensure that the building has a separation distance of 2.6m to 10m from the rear gardens to the west and 2.6m to 17m from the rear gardens to the east. The proposed dwellings would also be located at least 28m from the rear elevations of the nearest residential properties. All first floor dormer windows to the rear of the properties are to be obscure glazed. It is therefore considered that the proposal would not result in any loss of privacy, outlook or sunlight and daylight to any neighbouring habitable room window. The proposal would also not result in any more overlooking of neighbouring rear gardens than currently existing and typical of semi-detached properties.
- 6.5.4 The previous application P0675.10 for two dwellings was also refused due the very close proximity of the proposed driveway to the flank wall of the host property, No.57 Brookdale Avenue and the flank wall and upper floor flank window of the neighbouring property at No. 51 Brookdale Avenue, as it was considered that the relationship resulted in unacceptable levels of noise and disturbance to the existing and future occupiers of these frontage properties adversely affecting residential amenity.
- 6.5.5 A subsequent planning application P0705.12 for the 'Change of use of land to residential use and retention of garage and hardstanding' was approved on the 09-10-12. The application confirmed that the side access was built under permitted development rights and the use of the service road in a domestic capacity to serve no. 57 would not be so harmful as to refuse planning permission on the basis that there would be a significant impact on residential amenity.
- 6.5.6 The proposal consists of car parking spaces for up to four cars. Therefore, the level of traffic using the access would be materially greater than that considered under approved planning permission P0705.12. However, a 2m

high fence has been erected on the boundary adjacent to the side window of no. 51 since the previous refusal and the proposed gates to the development have been re-positioned set further back to ensure cars would not be stopping and starting adjacent to the neighbouring dwellings.

- 6.5.7 It is noted that the previous officer report for P0675.10 stated that there was no scope for any screening landscaping to be provided. However, the applicant has since installed a fence and confirmed that it is positioned on the land owned by the applicant. Neighbours have objected to the installation of the fence on the basis that it is situated on land under the ownership of no. 51. This is a civil matter and not a planning consideration. Regardless of land ownership, a fence has been installed and the gates have been appropriately repositioned.
- 6.5.8 The proposed impact on the occupants of no. 57 is also considered negligible as the existing brick wall would provide a reasonable level of acoustic screening.
- 6.5.9 It is therefore considered that the level of noise and disturbance resulting from two families accessing the site has been mitigated and therefore the proposal would not harm neighbours living conditions to a degree as to warrant a reason for a refusal
- 6.5.10 The proposal would also introduce a level of noise and disturbance at the rear of neighbouring gardens. Nevertheless, it is considered that the noise associated with two families or the parking and manoeuvring of their vehicles some distance from the adjoining occupiers would not have any significant impact on their residential amenity.
- 6.5.11 Subject to safeguarding conditions, it is considered that the building would not unduly impact upon the amenities of neighbouring properties. The proposal is therefore considered acceptable in accordance Policy DC61 and the intentions of the NPPF.

6.6 Highway/Parking

- 6.6.1 Policy DC33 of the Development Control Policies Development Plan Document states that planning permission will only be granted if new developments provide car parking spaces to the standards provided in Annex 5 which are based on those provided in the London Plan. Annex 5 refers to the density matrix in policy DC2 for residential car parking standards.
- 6.6.2 The density matrix in policy DC2 outlines that the Council will generally seek at least two off street car parking spaces in this location. The proposed dwellings would each have provision for two car parking spaces, by way of hard standing to the front of the properties. This is in accordance with parking standards advised in policy DC2.

6.6.3 The existing vehicle access was deemed as acceptable under planning application P0705.12 and no alterations are proposed.

6.7 Mayoral CIL

6.7.1 The proposal would result in the erection of 152sqm of new gross internal floor space. The proposal would therefore give rise to the requirement of a £3,026.32 Mayoral CIL payment.

6.8 Planning Obligations

6.8.1 This planning application is subject to the Council's tariff under the Planning Obligations SPD. The proposal would give rise to a contribution of £12,000 towards infrastructure costs. This payment should be secured by a legal agreement, and planning permission should not be granted until this agreement has been completed.

7. Conclusion

7.1 Having had regard to the LDF Core Strategy and Development Control Policies Development Plan Document, all other relevant local and national policy, consultation responses and all other material planning considerations, it is considered that the proposed dwelling would not harm the form and character of the surrounding area, the residential amenity of the occupants of neighbouring properties or parking standards.

7.2 The application therefore complies with aims and objectives of policies of the LDF Core Strategy and Development Control Policies Development Plan Document, London Plan and the intentions of the National Planning Framework. Approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial implications and risks:

None

Legal implications and risks:

Legal resources will be required to prepare and complete the legal agreement.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to equality and diversity. The development provides two new houses designed to meet Lifetime Homes criteria.

BACKGROUND PAPERS

Application forms, plans and supporting statements received 12 December 2013 and revised plans received 2nd September 2013.