

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2006/0705

Ward: Bounds Green

Date received: 06/04/2006

Last amended date:

Drawing number of plans 2842 P-01, 2842 P-02

Address: R/O Palm Court, Lionel House, Maxwell House and Lawrence House
Palmerston Road N22

Proposal: Demolition of existing garages and erection of 2 x 2 storey blocks comprising 5 x two bed and 1 x three bed dwellings and 2 x three bed detached dwellinghouses with associated refuse and cycle storage

Existing Use: Garages

Proposed Use: Residential

Applicant: Mithril Homes Ltd.

Ownership: Ruma

This item was deferred from 5 June 2006 Committee, to enable Members to visit the site to look in particular at concerns over width of access roads and arrangements for lorries and refuse vehicles.

It is hoped that any amendments to the internal road layout will be available for this Committee meeting.

PLANNING DESIGNATIONS

Road - Classified
Conservation Area
Ecological Corridor

Officer Contact: Ruma Nowaz

RECOMMENDATION

GRANT PERMISSION subject to conditions and Section 106 Legal Agreement .

SITE AND SURROUNDINGS

The application site is a backland site comprises of a row of 35 lock-up garages located behind four blocks of flats comprising of Palm Court (18 units), Lionel House(12 units), Maxwell House (18 units) and Lawrence House (18 units). The site is adjacent to the Bowes Park Conservation Area and the ecological corridor through which the New River runs. As such, the proposed development would be highly visible from New River. Across the New River are located a row of residential terrace properties.

PLANNING HISTORY

- In 1986 planning permission was refused for the erection of 13 lock up garages on existing open car park.
- On 22/9/2000 Planning permission was refused for the demolition of 35 lock up garages and the erection of twelve dwelling houses with garden terraces and forty two garage parking spaces under (HGY/2000/0774).
- 30.04.01 - demolition of 35 existing garages and erection of 7 dwelling houses with garden terraces. Consent refused ref: HGY/2001/0607for the following reasons:-
 1. The loss of the lock-up garages would result in a loss of valuable parking facilities in a congested area which would, as a consequence, prejudice the free-flow of traffic and conditions of general safety along the neighbouring highway.
 2. Unsatisfactory form of backland development which is out of character with the existing form of development in the area. .general bulk and massing within the site thereby resulting in an incongruous pattern of development; overdevelopment in relation to the area of the site and the properties in the locality contrary to Policy DES 1.10 'Overdevelopment' and DES 1.9 'Privacy and Amenity of Neighbours' of the Haringey Unitary Development Plan by reason of: -
 - Excessive site coverage and massing
 - Excessive site coverage prejudicing the provision of adequate communal space.
 -
 - absence of adequate parking accommodation,
- On the 1/9/2005 and 3/10/2005 respectively Conservation Area Consent and an application for planning permission for the demolition of garages and erection of 5x2 bed and 4x3 bed three x two storey houses units, were withdrawn.
- On 02/03/06 Planning permission was refused for the demolition of the existing garages and erection of 3 x 2 blocks comprising of 4 x 2 bed and 5 x 3 bed dwelling houses with integral garages, 5 parking bays, 3 bin stores and landscaping, for the following reasons:-
 1. The proposed development represents overdevelopment reason of:
 - a) the number of units and habitable rooms within the site

- b) excessive site coverage prejudicing the provision of adequate amenity space
- 2. the length, scale, height and location of the proposed development abutting the New River and when taken cumulatively with the adjoining development would result in an unacceptable urbanising effect on the Green Chain and lead to a deterioration of the quality and green nature of the informal open space and ecological corridor.

DETAILS OF PROPOSAL

This revised proposal seeks the demolition of existing garages and erection of 2 x 2 storey blocks comprising 5 x two bed and 1 x three bed dwelling houses and 2 x 3 bed detached dwelling houses with associated refuse and cycle storage. This proposal reduces the number of units from 9 units to 8 units.

CONSULTATION

21/04/2006

157 Whittington Road
Mall House, 10b Archway Road N 22
77a High Street EN11
60-90 Palmerston Road N22
1-18 (c) Palm Court, Palmerston Road N 22
1-12 (c) Lionel House
1-18(c) Maxwell House
1-18(c) Lawrence House
43, 45, 45a, 84(c), Palmerston Road
46-60 (e) Myddleton Road
1-19(c) Grassmere Court, Palmerston Road
45-55 Palmerston Road

RESPONSES

11 Letters of objection received from neighbouring properties and management services of Lawrence House, and managing agents for Palm Court and Maxwell House on the following grounds:-

1. The Fence to the narrow access way is already damaged by large vehicles directly adjacent to no. 45 Palmerston Road. Concerned that there would be resultant overlooking of from the Town Houses.

2. There is not sufficient land or open space for such a development. The lawns at the rear of each four blocks belong to these blocks; these grounds offer privacy for residents. This privacy and amenity would be lost if this development was to take place and could result in increased crime.
3. Access to the site via the small narrow alleyways is completely unacceptable to the residents. This would result in greater disturbance to residents and result in loss of privacy.
4. Lack of proper parking provision which will lead to on street parking, which will be detrimental to traffic flow and street safety.
5. This will affect the collection of rubbish which is already an issue. It would result in rubbish being pushed on to the main road instead of behind the property.
6. The loss of lock up garages likely to lead to additional street parking, thereby adding to the already serious problems of traffic flow and road safety in Palmerston Road. This is in conflict with Policy DES 7.4"Loss of garages".
7. Palmerston is a very busy rat-run particularly during the morning and evening rush hours. The Council are well aware of the problems and various traffic calming measures are being implemented following discussions with local residents and the Bowes Park Community Association.
8. Gross overdevelopment of a narrow strip of land in close proximity to existing properties, resulting in greater density compared to the existing 35 lock-up garages on site. This would be out of keeping with the development plan for the area.
9. A number of problems would result during the construction period. Access for heavy vehicles would be difficult and would present a health and safety issue. Also due to the proximity to the New River, it could also affect the water table and the quality of life of all existing residents in the area.
10. There would be a resultant loss of view of the New River for existing residents. Furthermore, the new block would encroach on the existing properties as it would only be 20 yards away.
11. Elderly residents would be affected by the noise and dust pollution from the building site for several months; their quality of life will be further diminished.
12. Already a degree of subsidence between Lawrence house and Maxwell House caused by Council rubbish trucks collecting rubbish.

13. A fence would have to be erected at the rear of the green space. The canal behind has a large amount of wildlife, especially birds/waterfowl. Serious concerns about how this development may impact on the flora and fauna.
14. Houses would be next to an electricity sub-station.
15. 45c Palmerston Road, -Garden will be overlooked by town houses and as the garden shares a garage wall, this would result in loss of shrubs and plants in my garden and privacy during construction.
16. Location is unsuitable for proposed development.
17. New flats will mean traffic coming and going directly inches from my bedroom window.

Building Control: - Site access for fire fighting vehicles and personnel can be considered acceptable subject to the minimum width of the Road being 3.7m and the

construction capable of sustaining minimum 12.5 Tonnes. A letter has been received from LFEPA dated 8th November 2005 supporting the application.

Conservation Officer: - Does not object on design grounds subject to conditions regarding materials, fenestration etc.

Transportation:-

The site is in an area with a low public transport accessibility level, however, the site has not been identified by the Councils SPG3a as a restricted conversion area.

A site visit conducted on the 25th of April observed that the garages are still in good working condition, however the garages are in private ownership and are being used as storage units.

As the garages are in private ownership the loss of the garages will not affect the off street parking provision for Palm Court, Lionel House, Maxwell House and Palmerston Road.

The applicant has proposed providing 8 off street parking spaces for the proposed 5 x 2 bed units 1 x 3 bed dwelling and 2 x 3 bed houses. This satisfies the parking requirements as outlined by the Council's parking standard SPG7a.

As the proposed development will not generate any significant in traffic and parking demand to have any adverse effect on the highway and transportation network.

The transportation and highways authority would not object to this application subject to the following condition:

The applicant must provide two access points to the site with a one way traffic system through the site.

Reason: The access road is very narrow and cannot support two-way traffic.

The new development will require numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

Council Arboriculturalist:- The following comments and observations relate to the proposed new development on the existing trees on site. Drawing indicating plan elevations was used for reference purposes.

Tree cover

The only significant tree rear of the existing flats is a multi-stemmed Hornbeam. It has previously been damaged by fire but appears to be in a fair condition. It provides a screen to the occupants of the flats of the new development and is of considerable value as a wildlife habitat.

No tree removals are proposed.

In the rear garden of 45 Palmerston Road, adjacent to the boundary fence, is a mature Walnut tree, the branches of which are overhanging the access road. To improve height clearance, pruning works must be specified and undertaken to BS 3998:

Recommendation for Tree works,

Adjacent to the Northern boundary with Grasmere Court, is located a row of pollarded Lime trees, under regular maintenance. The construction of the new sub station is in very close proximity to the trees. All excavations must follow guidelines set out in National Joint Utilities Group: Installing and maintaining utility services close to trees (NJUG 10).

Proposed layout

No significant trees will be affected by proposed site layout.

Tree protection

Robust tree protection measures must be implemented to ensure the future health of the existing trees to be retained.

New tree planting

It is proposed to plant a number of new trees, this must be conditioned into planning approval.

The proposed development can be constructed with minimal impact on the existing mature trees on site. However, conditions must be attached to any planning approval to ensure the protection measures specified are implemented.

RELEVANT PLANNING POLICY

Haringey Unitary Development Plan Adopted March 1998

OP 1.1 Protection of urban open space

OP 1.2 Informal Open Space

OP 1.4 Private Gardens

OP 1.5 Green Chains

OP 1.6 Tree Protection, Tree massing and spines

OP 4.1 Protection of Ecologically valuable sites and Ecological corridors.

HSG 2.3 Backland Housing

SPG 3c Backland Developments

DES 1.10 Overdevelopment

DES 1.1 Good Design and How Design Will Be Assessed

DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area.

DES 2.2 Preservation and Enhancement of Conservation Areas.
DES 1.9 Privacy and Amenity of Neighbours
TSP 7.1 Parking for Development

Haringey Unitary Development plan Revised Deposit Consultation Draft 2004

OS5 Ecologically valuable sites and their corridors
OS9 Other Open Space
SPG3a Density, Dwelling Mix, Floorspace minima

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues here are considered to be:-

1. Principle of development adjacent to informal open space and Conservation Area.
2. Density and design.
3. Parking and access.
4. Refuse
5. Privacy and amenity of neighbouring residents.

Principle of development adjacent to informal open space and Conservation Area

The site is immediately adjacent to the grassy banks of the New River: from which the existing low garage block on the site is screened by a line of low trees and shrubs at the top of the embankment. This section of the New River is an Ecologically valuable site of Metropolitan importance (OP 4.1) and is an Ecological Corridor. This area is also a proposed extension to the Green Chain. The Open Space Study 2003, has identified the potential to increase the Green Chains and also to use them to increase accessibility to existing open space. This study suggests improved walking and cycling links and greening of these links.

Policy OS5 Ecologically valuable sites and their corridors in the Haringey Unitary Development plan Revised Deposit Draft 2004, states that 'these corridors should be protected and their green nature enhanced, in order that they do not become fragmented and thereby diminish their ecological value.

The locality of this ecological corridor and green chain is fairly open and green in character. Policy OP 1.5 states that development adjacent to existing or proposed Green Chains will be assessed in detail in terms of any detrimental impact they have on the function of the Green Chain

This revised proposal comprises of a modern flat roofed development and the individual blocks are spaced out along the New River frontage. It comprises of two blocks and two individual houses. The number of units has been reduced from the previous proposal from 9 to 8 dwellings and increased the gaps between these blocks. The overall height of the development has been reduced from the previous proposal and is

now a flat roofed development with a slight variation in height, the highest part being 6.2m. The largest section, block D has a length of 19.2m, on the east side, and block A, 16.8m to the west side of the development. Blocks B and C, the individual dwelling houses are approximately 9m in width. The gaps between the blocks have been increased to approximately 8m between block A and B, 16m between B and C and 7.4m between Block C and D. The development has been set back from the boundary with the New River by approximately 1.4m, although the first floor balconies do extend out almost to this boundary.

The revised proposal, due to its set back from the boundary and dispersal along the frontage, retains larger gaps between the blocks and would provide some security. It would enable more views through the development and the retention of existing natural bushes and trees on the New River side of the boundary fence.

Density, Design and layout

Backland Housing

This would be regarded technically as a backland site. The back to back distances of the proposed dwellings to the existing flats is 28 to 30m and meets the back to back distances required for two storey developments.

The last refusal of planning permission (HGY/2006/0057) was on the grounds of overdevelopment due to the excessive number of units and excessive site coverage and poor relation to the existing pattern of development. Secondly due to the length, scale and height of the development and its proximity to the New River and when taken cumulatively with the adjoining development would result in an unacceptable urbanising effect on the Green Chain and lead to a deterioration of the quality and green nature of the informal open space and ecological corridor.

Density

The site area of the land is 1887m². The number of habitable rooms is 26. The density of the site is therefore 137hrh. This is under the 145hrh outlined in the Haringey Unitary Development Plan DES 2.3 Backland sites. Policy HSG 8 of the deposit draft UDP seeks to ensure lower densities in order to prevent town cramming. The proposal is in keeping with this density and is therefore not in conflict with the provisions of this policy.

Design

The design of the proposed development is in four blocks, Block A of 16.8m width, Block B and C having a width of 7.4m and Block D being 19.2m width. The gaps between the blocks are 8 and 16m lengths. The main windows of the two storey development look out onto the River, with the kitchens, bathrooms and toilet and staircase windows being directly opposite the existing blocks of flats.

The design of the development has been altered to contemporary two storey flat blocks, the elevations of which are modulated by the set in of external walls and the addition of balconies and large windows on the River front elevation. The elevation fronting the flats

are proposed as green walls as are the flat roofs. The windows on this frontage are shown as opaque windows.

The materials proposed are powder coated aluminium windows and red brick. The proposal is not therefore in conflict with policy DES 1.1 Good Design and how it should be assessed and Policy DES 2.2 Preservation and Enhancement of Conservation Areas.

Layout

Block A comprises of two x two bedroom flats (61.5sqm and 63.4sqm), and a two bedroom dwelling house, comprising of 74sqm floor area. The floors sizes of the flats are appropriate for a three person unit. The dwelling house meets the floor standard for a four person unit.

Block B and C comprises of two x three bedrooms, five person units (123.8sqm).

Block D comprises of 2 x 2 bedroom flats (61sqm and 58.6sqm) and a three bedroom dwelling (113sqm). The two flats meet the required floor standards for three person units. The three bedroom dwelling is acceptable as a five person units. The room's sizes also meet the required standards although a small number of bedrooms are slightly under size.

External amenity space has been provided for the dwelling houses, of approximately 46sqm for unit 1, 56sqm for unit 4, 96sqm for unit 5 and 43 sqm for unit 6. The ground floor flats have a small external space, whilst the upper two flats have external balconies. The requirement for family units is 50sqm, and although some of the external amenity space is lower then this, on balance, the proposal is in keeping with the overall provisions of HSG 2.8 Layout and SPG 3a.

Parking and Access

Loss of Lock up garages and parking for development

As the above policy in the Revised Deposit Consultation Draft UDP, has been removed, Transportation has not objected to the loss of lock-up garages. Transportation has required that apart from the provision of integral garages, a further five parking spaces would be adequate. The proposal therefore meets the requirements of Policy TSP 7.1 Parking for Development.

Access

In order to overcome the narrow vehicular access width to the site, the applicants have agreed to a one way gyratory vehicular access arrangement which uses the existing western and eastern accesses for vehicular entry and exist respectively.

Transportation has requested that a pedestrian access be provided. The applicant has agreed that a condition be attached to provide appropriate surface to the access road in the interest of pedestrian movement and vehicular traffic.

The applicants have received a letter from LFEPA in respect of fire service access to the site at the rear of the block of flats. They have stated that the access is acceptable provided that statutory or private water hydrants are provided.

Although the access to the site is very narrow, transportation is satisfied that providing that the applicant meets the above conditions, the proposal would be satisfactory, and would be in keeping with the provisions of Policy TSP 7.1 Parking for Development.

Refuse

As refuse is presently collected from the site, providing that individual wheelybins were provided for each dwelling, refuse collection could be accommodated.

Currently the paladin bins for the existing flats are located at the rear of the site. The agent has stated that these would remain at the rear on the land which belongs to the existing flats.

Privacy and Amenity of Neighbours

The main issues are the impact of the development of the site on the amenity of the existing residents. Consultation responses have raised a number of issues of which the following are the main issues of concern. They are concerned that the proposal would be an overdevelopment of the site resulting in the open nature of the water front being lost and resulting in a loss of view to existing residents.

They are concerned that the resultant residential development would result in a loss of privacy and amenity for existing residents as the new occupants would be able to access the rear private garden area.

Furthermore, the proposal would result in a loss of amenity to ground floor flats from the attraction of an increased no of vehicles and people. Concern that the access way is very narrow and use of this by large vehicles knock into or cause a nuisance to the existing flats. The bedroom windows of a number of ground floor flats in these blocks look out onto the access ways. Furthermore they are concerned about services, which are located on the building or close to the surface of the road, which may be affected from heavy vehicular use.

Whilst a new development at the rear would have some impact on the amenity of the existing residents, this development has overcome the main objections raised in the last two previous schemes. This proposal has spaced out the units along the frontage, retaining gaps which will allow views in and out of the site. They also have external amenity space for the dwelling houses and small amounts for each flat, the first floor flats having balconies.

Transportation has not objected to the development or the narrow access to the site. However in order to overcome the problems of this narrow access, they have requested conditions which improves the paving of the access way and makes it into a one way system. This will overcome some of the problems incurred by the narrow access way. LEFDA have also agreed that the development is acceptable providing statutory or private fire hydrants are provided.

The proposal is now more in keeping with the provisions of Policy DES 1.9 Privacy and Amenity of neighbours.

Educational needs generated by new housing developments

The development would require a section 106 Agreement covering the contribution towards Educational provision, based on the following formula:-

| No of Units | No of bedrooms | Average No. Per dwelling | | Av. Child Yield |
|-------------|----------------|--------------------------|---|-----------------|
| 5 | 2 (private) | 0.493 | = | 2.465 |
| 3 | 3 (private) | 1.112 | = | 3.336 |
| Total = 8 | | | | 5.801 |

Primary Contribution

$5.801 \times 7/16 = 2.538$ (Expected Child Yield)

$2.538 \times \text{£}4,007.33 = \text{£}10,170.35$

Total Primary Contribution + £ 10,170.35

Secondary contribution;

$5.801 \times 5/16 = 1.8128$ (Expected Child Yield)

$1.8128 \times \text{£} 5318.33 = \text{£} 9,641.14$

Total Secondary Contribution = £ 9,641.14

Total Education Contribution = £19,811.49

Administrative contribution;

5% of £19,811.49 = £990.574

Total to be covered in S. 106. = £20,802.06

SUMMARY AND CONCLUSION

This application site abuts onto the New River. It but is located on the site of lock up garages, which was originally part of the block of four flats. Adjoining the site is three-storey development, which is set back from the Green Chain but nevertheless has an

urbanizing effect. This modern development is now more in keeping with this location and the open and green character of this ecological corridor and green chain. This proposal is now more in keeping with the provisions of Policies OP1.5 and OS 15 Green Chains, Policy OS9 Other Open Space and OS5 Ecologically valuable sites. It is low-profile development with adequate amenity and parking provision, and does not give rise to undue overlooking to the existing flats. Subject to the introduction of separate input arrangements for traffic, there are no objections raised on traffic generation grounds. Accordingly approval is recommended.

RECOMMENDATION

1. That planning permission be granted in accordance with planning application Ref. No; HGY/2006/0705, subject to a pre-condition that the applicants and owner of the site shall first have entered into an Agreement under Section 106 of the Town and Country Planning Act 1990 (As Amended), in order to secure a contribution towards local education facilities, of £19,811.48; and towards the administration of such contribution, of £ 990.574.
2. That the Agreement referred to in Resolution 1 above shall be completed no later than 6 July 2006, or within such extended time as may be agreed in by the Council's Assistant Director (Planning Environmental Policy, and Performance).

3. That in the absence of the Agreement referred to in Resolution 1 above being signed in the timescale referred to in Resolution 2 above, the application be refused for the following reason;

The proposal fails to provide a contribution towards the educational needs of the Borough in accord with the requirements of SPG12 of the Haringey Unitary Development Plan.

4. That following completion of the Legal Agreement referred to in Resolution 1 above, planning permission for the development be granted in respect of the following drawings and subject to the following conditions:-

Registered No. HGY/2006/0705

Applicant's drawing Nos. 2842 P-01 & 2842 P-02

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

a. those existing trees to be retained.

b. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.

c. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. The area where the trees are to be planted must be protected to ensure that there is no damage to soil structure. Native species, such as those being removed should be considered due to their benefits for local biodiversity and suitability to the type of soil. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority. An aftercare plan must be provided ensuring watering and monitoring of the new trees, this must be approved in writing by the local planning authority and implemented in accordance with this approved plan.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. Before any works herein permitted are commenced, all those trees to be retained, shall be protected by secure, stout, exclusion fencing erected at a minimum

distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

6. The applicant shall construct traffic calming measures along the accessroads and erect appropriate IN/OUT and 'no entry' signage at the entry and exit points.

Reason: To minimise conflict between road users at this location.

7. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to E shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.

Reason: To avoid overdevelopment of the site.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

REASONS FOR APPROVAL

The proposed development is now more in keeping with this location and the open and green character of this ecological corridor and green chain. The proposal is not therefore in conflict with the provisions of Policy OP 4.1 'Ecologically valuable sites of Metropolitan importance' and OS5 'Ecologically Valuable Sites and their Corridor.' The proposal is in keeping with the provisions of Policy HSG 2.3 Backland housing and the provisions of SPG 3a Density, dwelling mix and Floorspace minima. The revised design is now more in keeping with the provisions of Policy DES 1.1 Good Design and How Design will be Assessed and DES 1.2 Assessment of Design Quality (1) Fitting new buildings into surrounding areas. Accordingly Approval is recommended.