



**REGULATORY  
SERVICES  
COMMITTEE**

**REPORT**

21 July 2011

<b>Subject Heading:</b>	<b>P0905.11 – Garage site at Oakley Drive, Harold Hill, Romford</b>  <b>Extension of time application to P0888.08 for demolition of 16 disused garages and the construction of 2 3 bed family houses (Application received 9<sup>th</sup> June 2011)</b>
<b>Report Author and contact details:</b>	<b>Helen Oakerbee, 01708 432 800 Helen.oakerbee@havering.gov.uk</b>
<b>Policy context:</b>	<b>Local development Framework</b>
<b>Financial summary:</b>	<b>None</b>

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

The application seeks permission for the demolition of 16 disused garages and construction of 2, no. 3 bed dwellings with off street parking. This application is an extension of time of a previously approved application, reference P0888.08, which was approved at Regulatory Services Committee on 24<sup>th</sup> June 2008. Staff consider

that the proposals would accord with the relevant policies contained in the Local Development Framework Core Strategy and the Development Control Policies Development Plan Documents.

## RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions.

1. *Time limit:* The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:-

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. *Accordance with Plans:* The development hereby permitted shall not be carried out otherwise than in complete 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 Core Strategy and Development Control Submission 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 buildings 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 that the Development Control Policies Development Plan Document Policy DC61.

4. Parking provision: Before the building(s) hereby permitted is first occupied, the area set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority and retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason:-

To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety, and that the development accords with the Core Strategy and Development Control Submission Development Plan Document Policy DC33.

5. Hours of construction: No construction works or 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 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 Core Strategy and Development Control Submission Development Plan Document Policy DC61.

6. 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 Core Strategy and Development Control Submission Development Plan Document Policy DC61

7. Screen fencing: Before any of the buildings hereby permitted is first occupied, screen fencing of a type to be submitted to and approved in writing by the Local Planning Authority, 2 metres (6ft. 7ins.) high shall be erected upon the common boundaries to the side and rear of the buildings and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason:-

To protect the visual amenities of the development and prevent undue overlooking of adjoining property, and that the development accords with the Core Strategy and Development Control Submission Development Plan Document Policy DC61.

8. 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.

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 Core Strategy and Development Control Submission Development Plan Document Policy DC61.

10. Obscure and fixed glazing: The proposed windows in the elevations facing no. 11 Settle Road and no. 40 Oakley Drive shall be permanently glazed with obscure glass and thereafter be maintained and permanently fixed shut to the satisfaction of the Local Planning Authority.

Reason:-

In the interests of privacy, and in order that the development accords with the Core Strategy and Development Control Submission Development Plan Document Policy DC61.

11. Timber louvers: The horizontal timber louvers to the elevations of the dwellings hereby approved shall be permanently retained to the satisfaction of the Local Planning Authority unless otherwise agreed in writing.

Reason: In order to maintain the character of the building and its appearance in the street scene and in the interests of amenity.

12. Sight lines: Clear and unobstructed visibility sight lines of 600mm high and for a distance of 2.1m shall be provided to the satisfaction of the Local Planning Authority. The approved sight lines shall be kept permanently unobstructed thereafter to the satisfaction of the Local Planning Authority.

Reason:-

In the interests of highway safety, and in order that the development accords with the Core Strategy and Development Control Submission Development Plan Document Policy DC32.

13. 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 can 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.

14. Storage of refuse: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse 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.

## **INFORMATIVE**

1. The proposed development is considered to be in accordance with the aims, objectives and provisions of Policies DC33 and DC61 of the LDF Core Strategy and 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. In aiming to satisfy condition 13, 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).
3. 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 & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.
4. The developer, their representatives and contractors are advised that planning approval 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.

## REPORT DETAIL

### 1. **Site Description**

- 1.1 The application site comprises a derelict group of 16 no. garages, located on the northern side of Oakley Drive. The site is bound by no. 40 Oakley Drive to the east, Sheffield Drive to the north and no's 6-12 Settle Road to the west. There is a slight drop in ground levels from south to north across the site. A greater drop in ground level occurs between the site and no. 40 Oakley Drive. The surrounding housing form is typified by two storey semi-detached and terraced dwellings.

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

- 2.1 Permission is sought for the demolition of the garages and the construction of 2, no. 3 bedrooms family houses on Council owned land. This is an extension of time application for a previously approved scheme reference P0888.08.

- 2.2 The dwellings would be located a minimum of 14.8m from the rear elevation of no. 6 Settle Road and 6.2m from no. 40 Oakley Drive. The pair of dwellings measure 14.6m wide, 12.4m deep and 5.8m high. The dwellings have a part pitched, part flat roof. At ground floor there is a kitchen, living room and downstairs bathroom. At first floor there are three bedrooms and a second bathroom.
- 2.3 Two parking spaces are provided to the front, and amenity space is located to the rear, covering an area of 77 square metres for each property. This area can also be accessed via a side gate. Bin stores are provided to the front and covered bicycle stores are located to the rear.

### **3. Relevant History**

- 3.1 P2122.07 – demolition of 16 disused garages and the construction of 2 no. three bed family houses – refused.
- P0888.08 – demolition of 16 disused garages and the construction of 2, no, 3 bed family houses – approved.

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

- 4.1 Neighbour notification letters were sent to 40 properties. No representations were received at the time of writing the report. The consultation period is due to expire on the 15<sup>th</sup> July 2011. Members will be updated verbally at the Committee if any representations are received.

### **5. Staff Comments**

- 5.1 The main issues to be considered by Members in this case are the principle of development, density and site layout, design/street scene issues, amenity implications and parking and highways issues.
- 5.2 Relevant LDF Core Strategy and Development Control Policies DPD Policies to be considered are Policies CP17 (Design), DC2 (Housing Mix and Density), DC3 (Housing Design and Layout), DC33 (Car Parking), DC35 (Cycling), DC61 (Urban Design) and DC63 (Delivering Safer Places), Policy 3A.5 (Housing Choice) of the London Plan. The Supplementary Planning Document on Residential Design is also considered to be relevant.
- 5.3 PPS1 (Delivering Sustainable Development), PPS3 (Housing) and PPG13 (Transport) are also considered relevant.
- 5.4 Principle of development
- 5.4.1 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 a two dwellings on derelict unused garages



is consistent with PPS3 which encourages high quality residential development with access to a good range of facilities. Re-use of previously developed land is also encouraged.

5.4.2 Policy 3A.5 of the London Plan states that DPD policies should ensure that new developments offer a range of housing choices, in terms of housing types and sizes, taking account of the housing requirements of different groups.

5.4.3 Policy CP1 indicates that on non-specifically designated land, priority will be made for housing. The proposal is for the redevelopment of derelict garages within an existing residential area. The principle of residential development has already been established on site with the grant of P0888.08.

## 5.5 Density/Site Layout

5.5.1 Since the original grant of planning permission, the Residential Design SPD has been adopted. This replaces the SPG on Residential Amenity and no longer provides prescribed space standards for amenity space. It does recommend that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens and courtyards for example. In designing high quality amenity space, consideration needs to be given to outlook/ privacy, sunlight/ shade, trees and landscaping, materials (including paving), lighting and boundary treatments. The gardens of both properties are located to the rear of the site and measure approximately 77 square metres in area. Garden depths are between 5m at a minimum and 11.6m at a maximum. A patio is provided with access from the kitchen with a grassed area beyond. Both of these arrangements are considered acceptable, the gardens would be enclosed by a fence which would provide privacy. These garden layouts are considered to provide practical amenity space and are acceptable in their arrangement.

5.5.2 The residential density range in this location is 30-50 units per hectare. The proposal would result in a density level of 44dph. This is considered acceptable; however, density is only one measure of acceptability.

## 5.6 Design/Impact on Street scene

5.6.1 Oakley Drive is typified by two storey, terraced housing. The dwellings are arranged with a part pitched, part flat roof. The front elevation would have a pitched roof, following the form of Oakley Drive. The two storey rear projections are covered by a flat roof; this would be visible from the streetscene. This extent of flat roof has previously been approved; however, Members are invited to consider whether this is acceptable in design terms, particularly as the side elevation would be visible in the street.

5.6.2 The dwellings would retain the Oakley Drive building line. Due to the change in ground levels, where no. 40 Oakley Drive is set at a lower level than the

site, the dwellings would be set higher than no. 40, but lower than no 6-12 Settle Road, thereby continuing the gradual change in heights along the street. The properties are finished with gable ends, which are considered acceptable in this instance given the mix in roof forms in the locality.

5.6.3 The scale and massing of the proposal is considered acceptable. Its modern design and finishes have the potential to impact in the street scene. However, by way of conditions, appropriate external materials could be used to blend in with the strong, traditional character of the existing properties in Oakley Drive. To this end, it is considered that the proposal is acceptable.

## 5.7 Impact on Amenity

5.7.2 There is a single first floor flank window to both dwellings, this serves a hallway, and is not considered to result in a loss of amenity through overlooking provided they are permanently glazed with obscure glass and fixed shut. This can be secured via condition. There are no other windows which would result in overlooking.

5.7.3 The garages would be demolished, making way for a two storey building. There would be a material difference in outlook for adjoining occupiers. The Residential Design SPD does not provide prescribed back to back distances. However, in light of the changes in ground level and the siting of the dwellings on the plot, it is not considered that the dwellings would appear unduly overbearing or dominant.

## 5.8 Highway/Parking/Access

5.8.1 Policy DC33 refers to DC2 in respect of parking for dwellings. In this location 2 to 1.5 spaces, off street, should be provided for each unit as a maximum. The driveway to the front can accommodate 2 off street spaces which is acceptable. Highway access would be off Oakley Drive.

## 6. Conclusion:

6.1 Staff do not consider that the development would have an adverse impact on the amenity of neighbouring occupiers. The scale and design, although contemporary in nature is considered acceptable. There is adequate parking provision on site and amenity levels are acceptable. Members may wish to exercise their judgement particularly in relation to the design of the proposals.

## IMPLICATIONS AND RISKS

**Financial implications and risks:** None

**Legal implications and risks:** None

**Human Resources implications and risks:** None.

**Equalities implications and risks:**

The Council's planning policies are implemented with regard to Equalities and Diversity. The properties would provide flexible family accommodation close to schools and would contribute, albeit in a small way, to the demand for housing in London.

## BACKGROUND PAPERS

Application forms and plans received 9/06/2011

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.