

REGULATORY SERVICES COMMITTEE
30th June 2011
WITHIN STATUTORY PERIOD

APPLICATION NO:	P0485.11	
WARD :	Harold Wood	Date Received: 10th May 2011
ADDRESS:	Land at corner of Camborne Avenue and Faringdon Avenue Harold Hill Romford	
PROPOSAL:	Construction of 7 No. dwellings with associated hard and soft landscaping.	
DRAWING NO(S):		
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to conditions given at the end of the report.	

CALL-IN

No.

RECOMMENDATION

That planning permission is granted for the reasons given in the report.

SITE DESCRIPTION

The application site relates to a rectangular shaped plot on the junction of Camborne and Faringdon Avenue, Harold Hill. The site measures 1166sq metres (0.1ha) with a width (facing Camborne Avenue) of 38m and a depth of approximately 30m.

The site comprises public open space and children's play area. The site is covered by mature Ash trees none of which are covered by a Tree Preservation Order. Access to the site is via Camborne Avenue.

The site is surrounded on its eastern side by recently developed three storey housing, a 3-storey parade opposite (to the north) comprising commercial units at ground floor level and residential flats above at first and second storey. The rear of the site comprises the industrial and commercial units of Harold Hill Industrial Estate. The application site is slightly elevated above the Industrial Estate.

DESCRIPTION OF PROPOSAL

The Council is in receipt of a planning application seeking permission for the construction of 2 blocks of residential terraced dwellings.

The block towards the east would comprise of 4 terraced dwellings, measuring approximately 21m in width (facing Camborne Avenue) with a depth of 9.5m. The block closest to the junction would comprise of 3 terrace dwellings, measuring 16.5m in width and 9.5m in depth. Both blocks would have an overall height of 8.3m.

Windows and doors would generally be arranged towards the front and rear. On ground floor level each dwelling would have an entrance lobby, garage and kitchen. On first floor level would be a master bedroom with en-suite and a lounge. There would also be development within the loft space on 2nd floor level incorporating 2 additional bedrooms and a bathroom.

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Access to the proposed dwellings would be from Camborne Avenue. Each dwelling would have parking for 1 vehicle towards the front on hardstanding and 1 vehicle in the integrated garage.

Amenity would be towards the rear of each dwelling, measuring between 64 and 107sq metres each. The amenity space would be enclosed by means of a 2m high brick wall. Garden depths would be approximately 12.3m.

RELEVANT HISTORY

P1122.08 - Outline application - construction of 6 No. 3 bed terraced houses.

The above application was similar to the current proposal with the exception of being for 6 dwellings instead of 7. The proposal was also an outline application with access, layout and scale for determination. Appearance and landscaping were reserved matters.

The application was reported to the Council's Regulatory Services Committee and Members agreed with Staff's recommendation to approve the application. Outline permission was granted on 8th August 2008.

CONSULTATIONS/REPRESENTATIONS

Notification letters were sent to 79 neighbouring properties with 1 letter of objection received. At the time of drafting this report the neighbour notification period has yet to expire. Members will be verbally updated on the evening of any further representations received. Objections were raised in respect of the following:

- Increase in rubbish
- Excessive congestion
- Construction disruptions
- Parking problems

RELEVANT POLICIES

Policies CP17 (design), DC3 (Housing Design and Layout), DC18 (Protection of Public Open Space), DC20 (Access to Recreation and Leisure), DC33 (Car parking), 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 3A.4 (Housing Choice) of the London Plan, PPS1 (Delivering Sustainable Development) and PPS 3 (Housing) and the Residential Design Supplementary Planning Document are relevant.

STAFF COMMENTS

The issues raised before Members are the principle of the development, its impact on the streetscene and character of the surroundings; the effect on amenity; impact on the mature trees and parking/highway implications.

PRINCIPLE OF DEVELOPMENT

By way of background information, the site was previously within Council ownership and identified in the Council's Unitary Development Plan as a park / open space. The site was also identified within the Havering Open Space and Sports Assessment as being of below average quality and value. As a Public Open Space the site was considered to be under utilised and to be in excess of Council requirements. The first phase of its residential redevelopment has

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recently been completed, under Planning Permission P1184.07.

Members considered the previous application for outline permission (P1122.08) on this site against Policy DC18 of the LDF which indicates that where it is shown that public open space is surplus to requirements because other facilities exist in the locality, alternative uses will be allowed.

Permission was granted for residential development on this site in 2008 and the principle of residential development was considered acceptable in light of the lack of an identified requirement for the site in recreation terms.

Government guidance indicates that unless there are significant changes in Policy of local circumstances, the principle of development should still be acceptable. As the application was previously considered against the current LDF Policies, Staff are of the opinion that the loss of this site is still acceptable in policy terms as there has been no material change in policy or site circumstances since the earlier outline approval. This approach is supported by Policies CP1 and DC11.

DENSITY/SITE LAYOUT

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.

The westernmost and the easternmost houses would have approximately 100sqm of useable amenity space comprising a partly terraced garden area. The remaining five houses would have usable amenity spaces ranging between 63-81sqm. The garden lengths proposed are 12.3m. The average garden length in the immediate vicinity of the site is 14m and the garden length of the houses currently under construction are approximately 13m. The amenity areas would further be screened by means of a proposed 2m high brick wall.

Assessing the previous submission for outline permission, Staff considered the surrounding area to generally have substandard amenity areas and garden depths comparable to that proposed here. It was considered that the amenities of the future occupants of the dwellings and the character of the area would not be compromised by the proposal.

The current proposal is for 7 dwellings, instead of 6 as granted for in 2008. The impact of the additional dwelling is not significant in terms of the amenity space provision. The current Residential Design SPD does not specify size requirements for amenity areas. Although the proposal for 7 dwellings would result in amenity areas slightly smaller compared to those approved as part of the outline permission, it is still considered that the amenity areas would be sufficient for future occupiers and in character with the surrounding area.

Overall, Staff are of the opinion that the proposed amenity space would be adequate as it would be of an acceptable size, located towards the rear of the dwelling and available for private use by the occupants. The amenity space provision is therefore considered to be consistent with the provisions of the Residential Design SPD.

With regards to density and general site layout, the site is located within a locality predominantly

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characterised by terraced dwellings. Within this area, housing density of between 30-50 dwellings per hectare is anticipated. The proposal would produce a density of 60 dwellings per hectare. This is above the recommended density range however, density is only one measure of the scheme's acceptability. The scheme will further be assessed in terms of its general layout, impact on street scene and character, impact on amenity and highway / parking impact.

In order to achieve space for an additional dwelling on the site, the current proposal represents dwellings which are slightly narrower compared to those approved as part of the outline permission (approximately 500mm less per dwelling). As a result, no changes have been made to the general site layout in terms of distances to the side, rear or front boundaries. Overall the layout is similar to that which was approved as part of the outline permission and Staff are of the opinion that the current layout is acceptable. There is sufficient spacing between side boundaries and particularly towards the western boundary (1.7m). The building line would be set back from the site frontage by approximately 6.1m and would be in line with those dwellings towards the east.

DESIGN/IMPACT ON STREET/GARDEN SCENE

Turning to the impact on the character and appearance of the surrounding area the site falls within an area of predominantly two /three storey semi detached and terrace residential properties. Harold Hill Industrial Estate lies to the rear of the application site.

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.

The proposed terrace dwellings have been designed as 2-storey in height with development in the loft space which incorporates a mansard gabled pitched roof design and a number of small flat roof front and rear dormer windows. The proportions are considered to be acceptable, and would in Staff's opinion integrate successfully with existing development within the locality.

In relation to ridge height the maximum height of the proposed development is 8.3m which is comparable with the residential properties immediately surrounding the site and in particular those which have recently been completed towards the east.

Staff consider the proposed blocks to be well articulated, set back from the front boundaries of the site, following the building lines of existing properties in the street. The development is similar in height, design and character to those directly east of the application site. The proposal is therefore not considered to be overbearing or visually intrusive in the street scene and would be compatible with the character of the surrounding area.

Should Members be minded to grant permission, materials to be used for external construction can be controlled by means of appropriate conditions.

The building utilises roof forms and materials which are considered to add visual interest to the development and complements the existing street scene. Overall the proposal is considered to represent a high quality design which complement the local area in accordance with the objectives of Policy DC61 of the LDF as well as PPS1.

IMPACT ON AMENITY

Policy DC61 states that planning permission will be granted for developments if they do not harm the amenities of the adjoining occupiers by reason of massing, loss of light, overlooking or other impacts. Staff are of the view that the proposed development is unlikely to cause any loss of light or privacy or give rise to unacceptable noise and disturbance to local residents.

In terms of its relationship with neighbouring residential property, the proposed development would have a flank to flank separation of approximately 4m with the neighbouring dwellings towards the east; no windows are proposed on first floor level within the flank elevations. The proposal would have buildings of a similar depth and height compared to those towards the east and would not project beyond any of their building lines. As such, there would be no potential for overshadowing. Staff are satisfied that this relationship is acceptable.

With regard to the industrial buildings to the rear of the site within the Harold Hill Estate the building separation would be approximately 16m. This is considered to be within acceptable tolerances. As such Staff consider that the proposed scheme would not cause any significant loss of light or overshadowing to warrant refusal of planning permission.

HIGHWAY/PARKING

The site falls within a suburban part of the Borough with a PTAL (Public Transport Accessibility Zones) rating of 1-2 (suburban low). As a result of the site's location in relation to other retail, services and public transport, the proposal to construct 7 No. dwellings would require the provision of 2 - 1.5 No. off-street car parking spaces per dwelling as per the density matrix in Policy DC2 of the Local Development Framework. The proposal indicates that each dwelling would have 1 parking space on hardstanding towards the front and 1 within the integrated garage. This results in the provision of 2 parking spaces per dwelling and 14 in total for the development. This arrangement would be sufficient to comply with the off-street parking requirements.

OTHER ISSUES

With regards to refuse collection, although areas for wheelie bins are indicated towards the front, similar to other dwellings in the Borough, future occupiers would be required to leave refuse bags close to the highway on collection days.

Comments from the Council's Crime Prevention Design Advisor indicates that the proposal in general complies with Secured by Design aims and objectives. Although cycle spaces are not indicated, this can be required by means of conditions. It would also not be unreasonable to assume that bicycles will be stored in the integrated garages.

TREES

Whilst trees were previously present on the larger site, the current application site was judged previously not to have trees of significant amenity value. As part of the development of the larger site, all trees were cleared and the application site at present has no trees which would be affected as a result of the proposal. Replacement soft landscaping is however recommended.

Those trees towards the rear of the site (south) will be retained and are far enough from the proposed dwellings to be unaffected.

It was also noted that there are several highway trees towards the front of the site. Street Care have confirmed that these trees should not be removed and an informative is proposed to ensure that developers are aware of this and the need to protect these trees during construction

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works.

KEY ISSUES/CONCLUSIONS

Overall, it is considered that the proposed dwellings by reason of its design, scale and siting, would result in an acceptable development within the street scene. The principle of development on this site has previously been accepted and this has not changed. It is not considered that the proposal would give rise to any overlooking or invasion of privacy and would further, due to its orientation in relation to other neighbouring properties, not result in any overshadowing. It is not considered that any highway or parking issues would arise as a result of the proposal. The proposal meets Secured by Design standards. The loss of trees on the site is considered acceptable in this instance, subject to appropriate replacement landscaping.

Staff therefore consider the development to integrate acceptably with the surrounding area, complying with Policy DC33 and DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly, subject to conditions.

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to conditions

1. S SC4 (Time limit) 3yrs

2. SC05A (Number of parking spaces)

Before the building(s) hereby permitted is first occupied, provision shall be made within the site for 7 car parking spaces on hardstanding towards the front of each 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.

3. S SC08 (Garage) - restriction of use

4. M SC09 (Materials)

5. M SC11 (Landscaping)

6. M SC13 (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 high shall be erected to the boundaries of the site and to those boundaries of the proposed properties in order to separate amenity areas as indicated on Drawing No. 04 (Soft and Hard Landscaping), 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 Development Control

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7. S SC32 (Accordance with plans)
8. SC46 (Standard flank window condition)
9. S SC58 (Storage of refuse)
10. M SC59 (Cycle Storage)
11. M SC62 (Hours of construction)
12. M SC63 (Construction Methodology)
13. Non standard condition
The semi-detached houses shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise to the satisfaction of the Local Planning Authority.

Reason:

To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning and Noise" 1994.

14. Non standard condition
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.

15. Non standard condition
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.

16. Non standard condition
The buildings shall not be occupied until a means of vehicular / pedestrian / cycle access has been constructed in accordance with the approved plans.

Reason:

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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.

17. Non standard condition

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 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.

b) 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.

c) 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

d) 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.

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18. Non standard condition

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

1 INFORMATIVE:

1. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC33 and DC61 of the LDF Development Control Policies Development Plan Document.

2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic and Engineering on 01708 433750 to commence the Submission / Licence Approval process.

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

4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

6. In aiming to satisfy Condition 18 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. There are highway trees in proximity to the site which shall not be removed. Should any works be carried out in the proximity of the Highway Trees, then National Joint Utilities Group (NJUG)(2007), "Guidelines for The Planning, Installation and

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Maintenance of Utility Services in proximity to trees" should be followed and adhered to.

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.

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APPLICATION NO:	P0688.11	
WARD :	Rainham & Wennington	Date Received: 10th May 2011
ADDRESS:	Land Adj 13-15 Parkway Rainham	
PROPOSAL:	4 No. 1 bedroom flats and 2 No. two bedroom houses together with underground parking for 10 cars and 2 disabled spaces at street level together with refuse store and recycling area	
DRAWING NO(S):	511/1737-00; -01; -02; -03; -04; -05; -06; -07	
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to conditions given at the end of the report.	

SITE DESCRIPTION

The application site is roughly square and lies to the northern side of Parkway at the end of a small cul-de-sac turning off Upminster Road South within the town centre of Rainham. It is currently used (and is marked out) as a car park area although there is no specific signage indicating ownership at the application site. The site is within the Rainham Village Conservation Area and within a flood zone. The site area is 0.05 hectares. There is a slight slope down to the west of the application site.

The surrounding area is to Parkway itself residential with flatted development to the east of the application site and a mix of commercial and residential to the properties fronting onto Upminster Road South to the opposite side of Parkway. There has been some recent development of residential dwellings to the rear of commercial properties to the south west of the application site.

To the rear of the site is Viking Way which currently serves as access to Tesco and a public car park. Proposals have been made to make Viking Way a through road linking with Upminster Road South to the east of the application site which would take traffic away from the narrow road junction at the historic core of Rainham Village to the south west of the application site. However, this has not been implemented.

DESCRIPTION OF PROPOSAL

The proposal is for the erection of a single, 2-storey building to contain 4, 1-bed flats and two, 2-bed houses linked by a 1-storey entrance lobby (for the flats). The flats would be provided to the east of the site with the two-houses provided to the west with the vehicular access ramp to the proposed underground parking area adjacent to the western boundary of the site/flank wall of the house.

The building would have a total width of 23.5m.

The houses would each be 5m wide and 10m deep with a pitched roof with side gables with a ridge height of 9m above ground level. Each would have a rear garden area.

The flatted section would be staggered slightly back from the front elevation of the houses, with provision for two flats on each floor. This would have a depth of 10.65m, width of 11.5m with a pitched roof with side gables and a maximum ridge height of 9.5m above ground level. There would be two separate garden areas provided with access for the ground floor flats only. The

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easternmost flat has its own separate entrance to the side of the building.

The single-storey link section would be 2.25m wide, 4m deep with a flat roof 3.6m above ground level which provides access to 3 of the flats and the underground parking area.

A disabled access ramp would be provided upto the level of the flat entrance link across the front of the flats. There would be a separate ramp upto the front doors of the houses. There would also be a ramp to Viking Way to the rear.

Two disabled parking spaces would be provided at ground level in front of the flats. The proposed basement would provide an additional 20 parking spaces together with storage, servicing and cycle parking. There would be exit controls at the bottom of the ramp.

RELEVANT HISTORY

P0532.08 7, 2-bed flats - withdrawn

P1684.08 7 flats: 4 x 2-bed and 3 x 1-bed - refused; subsequent appeal dismissed 29/4/09

P0244.10 Building to contain 4, 1-bed flats and 2, 2-bed houses linked by a 1-storey entrance lobby with underground parking - withdrawn

CONSULTATIONS/REPRESENTATIONS

46 neighbouring occupiers were notified of the proposal, a press notice was placed in a local newspaper and a site notice was posted. At the time of drafting, only the neighbour consultation period had ended. There were no replies. Any further responses will be reported orally at the Committee meeting, nonetheless the following responses have been received:

Metropolitan Police Crime Prevention Design Advisor has written indicating that historically, the area has suffered disproportionate amounts of crime and in particular youth disorder, in part caused by people cutting through the existing parking area. The CPDA suggests that parking for the houses should be separate from that for the flats and that the link section is only accessible to residents (to prevent continuing cut throughs) and recommends the need for several conditions and an informative.

The Environment Agency have written to advise that the site is within a flood plain but that it is isolated and there is no flow route to allow flood waters to reach the site during a 1 in 100 year possible flooding event. They nonetheless request a number of conditions to be attached to any approval.

English Heritage have previously indicated that proposals for this site should be determined in accordance with national and local policy guidance. The Heritage Officer has commented that given the location of the application site to the rear of the main heritage interest properties to Broadway/Upminster Road South, and the existing form of residential development in Parkway, that the proposal would be acceptable in respect of its impact on the character and appearance of this part of Rainham Conservation Area.

RELEVANT POLICIES

LDF: CP1, DC2, DC55, DC60, DC61, DC68 and SPD on Residential Design

The London Plan: 3A.1, 3A.2, 3A.3, 3A.5, 3C.23, 4B.8, 4B.12

Other: PPS3 (Housing); PPS5 (Heritage); PPS25 (Flood risk)

STAFF COMMENTS

The main issues are the acceptability of the proposal in principle, the impact on the character and appearance of the Conservation Area, impact in the streetscene, impact on residential amenity, flood risk and highways/parking.

PRINCIPLE OF DEVELOPMENT

Policy CP1 indicates that where sites which are suitable for housing become available outside the Green Belt, the employment areas, the commercial areas, Romford town centre and the district and local centres, the Council will not normally permit their use for other purposes.

The applicant indicates that the car park is currently unused, nonetheless at each site visit, cars have been parked in the car park. It is understood that the car park has been used in connection with a bank or other commercial use fronting onto Upminster Road and that it is surplus. In any event, there is parking directly to the rear of the units fronting onto Upminster Road which would meet the current parking requirements within the District Centre. There is, in addition, a public car park to the rear of the application site (adjoining the large Tesco customer car park). Loss of the parking area is therefore considered to be acceptable.

Residential redevelopment of the site is acceptable, in principle, in land use terms.

CONSERVATION AREA

The proposed development lies within the Rainham Conservation Area, the core area of which comprises the buildings fronting onto Upminster Road South and Broadway including a number of Listed Buildings: St Helen and St Giles's Church and Rainham Hall and Stable Block. It is considered that existing residential development in this back access road (Parkway) location is of more modern design, although the existing residential development and recently constructed development in the vicinity is in traditional brick and tile external materials. This road, Parkway, is otherwise used for the servicing of commercial development fronting onto Upminster Road South.

Each development within the Conservation Area must be tested to consider whether it would either enhance the Conservation Area Status or at least preserve its Status. The site is a back-land site. Recent development in the Conservation Area, including the two new properties to the rear of No.s 13 and 15 Upminster Road South, within a short distance of the application site are of traditional design and materials and are of conventional two-storey scale such that they are in character in the Conservation Area as a result.

That this site would not be seen from the main historic core does not diminish its value in terms of, if not enhancing, then ensuring that it at least preserves the special character and appearance of the Conservation Area. The proposed development would be very similar in character to the existing residential development in Parkway and, in line with comments from the Heritage Officer, it is considered that the proposal would at least preserve, if not enhance, the special character and appearance of the Rainham Conservation Area in which it would be located, in line with Policy DC68.

DENSITY/SITE LAYOUT

The site is located within a low ranked Public Transport Accessibility Level Zone (PTAL 1-2). Within this zone, housing density of between 30-50 dwellings per hectare is anticipated. The site comprises 0.05 hectares and the proposal would produce a density of 120 dwellings per hectare. This is significantly above the density range identified. Whilst high density development is not necessarily unacceptable and it is acknowledged that flatted development is generally of

higher density, Staff consider that the proposal would need to be of particularly high quality design and layout to justify the density proposed.

DESIGN/IMPACT ON STREET/GARDEN SCENE

Due to the location of the application site, it is visible in both the streetscene view from Parkway and from public views of the site in Viking Way at the rear.

The proposed development would be two-storey with pitched roofs with side gables. Although there would be a single-storey link section, the overall size and appearance of the development would be of a similar design to that of the adjoining flats to the east of the application site.

The ridge height of the proposed flatted section closest to the existing residential properties to the east of the application site would, at a maximum of 9.5m above ground level, marginally exceed (by 0.7m) the adjoining ridge height. Staff consider that, given that it would be located over 3.5m from the side elevation of the adjoining property, of itself this additional height would not have an unacceptable impact on visual amenities in the streetscene.

The building would be located a minimum of 2m to the east and (excluding the vehicular access ramp) a minimum of 2m from its western boundary with a set back of between 4.8m and 7m from the public highway and 3.2m and 7.4m from its rear boundary. Two disabled parking spaces would be provided to the front of the building with a small grassed area in front of the westernmost house.

The SPD on Residential Design indicates that separate gardens of a usable size should be provided for each house and that there should be access to an outside area for flatted development. The proposal would provide limited depth but usable gardens for the 2 houses and gardens to the ground floor flats. Neither of the 2 first floor 1-bed flats would have access to an outdoor area. There is a nearby local park which would be accessed from the rear via Viking Way. Staff consider, as a matter of judgement, that the proposed amenity would be acceptable.

Staff therefore consider that the proposal would have an acceptable design and layout and would have an acceptable impact in the streetscene.

IMPACT ON AMENITY

The proposed development would be located 3.5m from the flank boundary with the flatted block to the east of the application site but not extend beyond the rear of the adjoining property at 13/15 Parkway.

There are two windows in the side elevation of the existing flats adjoining the application site, one at ground level and the other at first floor. They are both small and appear to be either to kitchens or more likely, bathrooms or hallways. The principle windows of these flats are to the front and rear of these units and these windows are either not to habitable rooms or provide secondary light. The proposed building would not therefore, in Staff's view, have any significant impact on the outlook of these occupiers; nor result in visual intrusion or any significant loss of light.

There would be no windows to the flank elevations nor would there be balconies to the proposed development which could enable overlooking into adjoining gardens/properties.

Staff therefore consider that the proposal would have an acceptable impact on the amenity of adjoining occupiers.

HIGHWAY/PARKING

In this location and given a PTAL of 1.5-2, it is normally expected that 1.5-2 parking spaces would be provided per unit. In this case, a range of 10.5 to 14 parking spaces. 12 parking spaces are proposed which is within the identified range. It is further recognised that the proposal would have 4 one-bedroom flats and that the location is within the Rainham District Centre where services and facilities are provided and bus routes are also concentrated on the Broadwalk and along Upminster Road South. A railway station is also located within 500m of the application site.

The proposed vehicular access ramp and underground parking area, together with the two ground level disabled parking spaces, are acceptable subject to the imposition of suitable pedestrian visibility splays

In terms of servicing the development, bin storage is located adjacent to the highway to the eastern end of the site adjacent to the footpath. Details of the bin store will be the subject of an attached condition as it is located in a visually prominent location in the streetscene.

It is considered that the proposal is acceptable in terms of highway/parking and servicing.

OTHER ISSUES

A suitable condition would need to be attached to any grant of planning permission in respect of land contamination.

A suitable condition will would need to be attached to any grant of planning permission in respect of matters relating to community safety.

FLOOD RISK

A Flood Risk Assessment was submitted with the application. The Environment Agency indicate that the site falls within an isolated area of floodplain. Nonetheless it is known that there are surface water flooding issues at the site and suitable conditions are requested to ensure that the development is acceptable from a flood risk perspective.

KEY ISSUES/CONCLUSIONS

The proposed residential development would be acceptable in principle and would have an acceptable impact on visual amenity in the streetscene and on the character and appearance of Rainham Conservation Area and in parking and highways terms. Staff consider, as a matter of judgement, that the proposed amenity space would be acceptable, however Members may place different weight on this issue.

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to conditions

1. S SC4 (Time limit) 3yrs
2. S SC06 (Parking provision)
3. SC05B (Provision of disabled spaces)

Before the building hereby permitted is first occupied provision shall be made within the site for 2 disabled car parking spaces in accordance with the approved plans. Thereafter this provision shall be made permanently available for use, unless otherwise

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4. M SC09 (Materials)

5. M SC11 (Landscaping)

6. M SC13A (Screen walls)

Before any of the buildings hereby permitted is first occupied screen walling of a type to be approved in writing by the Local Planning Authority 2 metres (6ft. 7ins.) high shall be erected along the western boundary adjoining the vehicular access ramp and 2m high screen fencing shall be erected to the proposed rear garden areas 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 the adjoining property, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

7. S SC14 (Sight lines)

Clear and unobstructed pedestrian visibility splays shall be provided to the satisfaction of the Local Planning Authority 2.1m wide and 2.1m deep to either side of the disabled parking spaces and the vehicular access ramp. The approved splays 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 Development Control Policies Development Plan Document Policy DC32.

8. S SC32 (Accordance with plans)

10. SC46 (Standard flank window condition)

11. M SC59 (Cycle Storage)

12. S SC58 (Storage of refuse)

13. M SC62 (Hours of construction)

14. M SC63 (Construction Methodology)

9. Non standard condition

Prior to the first occupation of the development hereby permitted, details of all external lighting shall be submitted and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the approved details prior to the first occupation of the development and shall be retained permanently thereafter.

Reason:-

In the interests of amenity and safety of occupiers of the development and also the visual amenity of the development, and in order that the development accords with the LDF Core Strategy and Development Control Policies Development Plan Document

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Policies DC61 and DC63.

15. Non standard condition

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 including details that show how the car parking will comply with Secured by Design standards, 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 LDF Core Strategy and Development Control Policies DPD.

16. Non standard condition

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) for Land adjacent to 13-15 Parkway, Upminster Road, Rainham, Reference: w992-t5-110209-FRA Scoping Study, February 2011 and the following mitigation measure detailed within the FRA: Finished floor levels and basement car park thresholds are set no lower than 3.46m above Ordnance Datum (AOD).

Reason To minimise the effects of flooding on the development and its users.

17. Non standard condition

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any

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requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason A Preliminary Risk Assessment (PRA) is required as per point 1 above to identify any potentially unacceptable risks arising from contamination at the site. Additional work as per points 2 to 4 above may be required depending on the outcomes of the PRA. This work is required to protect the groundwater below the site from pollution.

This condition has been recommended as the Environment Agency is satisfied that there are generic remedial options available to deal with the risks to controlled waters posed by contamination at this site. However, further details will be required in order to ensure that risks are appropriately addressed prior to development commencing.

18. Non standard condition

Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason To confirm that any remediation (if required) is completed to an acceptable standard. This is to protect the groundwater below the site from pollution.

19. Non standard condition

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that any previously unidentified contamination is dealt with appropriately if encountered. This is to protect the groundwater below the site from pollution.

20. Non standard condition

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason Disposal of surface water via soakaways can result in groundwater pollution if

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the surface water is infiltrating through contaminated ground. Therefore, in order to protect the groundwater below the site from pollution it must be demonstrated that the site is not contaminated.

21. Non standard condition

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 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.

b) 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.

c) 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

d) 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.

22. Non standard condition

The houses shall be so constructed as to provide sound insulation of 45 DnT,w +Ctr dB (minimum value) against airborne noise to the satisfaction of the Local Planning

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Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 *Planning and Noise* 1994

23. Non standard condition

The flats shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum values) against airborne noise and 62 L *nT,w* dB (maximum values) against impact noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of PPG Note 24 *Planning Noise* 1994.

2 INFORMATIVES:

1. The applicant is advised that a stopping up order would be required under S278 of the Highways Act.

2. In aiming to satisfy condition 15, 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. Reason for approval:

The proposed development is considered to be in accordance with the aims, objectives and provisions of Policies CP1, DC2, DC3, DC32, DC33, DC36, DC55, DC61 and DC68 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.

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APPLICATION NO:	P0700.11	
WARD :	Squirrels Heath	Date Received: 9th May 2011
ADDRESS:	land r/o 45-59 Salisbury Road Romford	
PROPOSAL:	Erection of 5 houses following demolition of former commercial buildings	
DRAWING NO(S):	Location Plan Proposed Development: Salisbury Road Design Sheet Plot5 Design Sheet Plots 1-4	
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to conditions given at the end of the report.	

CALL-IN

No.

RECOMMENDATION

That planning permission is granted for the reasons set out in the report.

SITE DESCRIPTION

The application site is located towards the western side of Salisbury Road, to the rear of Nos. 45 to 59 and occupies land measuring approximately 0.17ha. The site is currently occupied by a number of buildings which were previously used for valeting and storage of motor vehicles. Directly north of the site is Squirrels Heath Primary School. The site is surrounded on 3 sides (west, south and east) by 2-storey residential family dwellings.

Access to the site is from Salisbury Road, between Nos. 55 and 57. Ground levels on the site are generally level and there is a degree of screening in the form of established vegetation to the rear boundaries of residential properties.

DESCRIPTION OF PROPOSAL

The Council is in receipt of a planning application seeking permission to demolish the existing buildings on the site and construct 5 dwellings on the site.

There would be 4 No. semi-detached dwellings towards the north of the site. All 4 semi-detached buildings would be similar in character, design, height and dimensions however dwellings on Plot 1 and 2 would be staggered and dwellings on Plot 3 and 4 would similarly be staggered.

Each of the semi-detached dwellings would measure 4.25m in width by 7.6m in depth on ground and first floor level. The dwellings would have a maximum height of 8.1m to the top of a pitched roof with gabled ends. On ground floor level each dwelling would have an entrance hall, W.C., kitchen and living room and on 1st floor level would be 3 No. bedrooms and a bathroom.

Windows and doors would generally be arranged towards the north and south whilst flank wall

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windows are proposed serving the landing areas and bathroom on 1st floor level.

Dwellings on plots 1 to 4 would generally be orientated in a north-south direction. Amenity areas would be provided towards the rear, measuring 54 to 74sq metres respectively.

Plot 5 would be to the south of the site and would be for a part-single, part 2-storey dwelling. The dwelling would have a maximum height of 7.25m with the single storey element having a maximum height of 5.1m. There would be no flank wall windows on 1st floor level with windows and doors mainly arranged to the front (north) and rear (south). On ground floor level would be an entrance hall, 2 bedrooms, a bathroom, kitchen and living area. On 1st floor level would be a 3rd bedroom with en-suite.

Amenity to plot 5 would mainly be towards the side (west), measuring approximately 46sq metres.

The site would be accessed from Salisbury Road between Nos. 55 and 57. The private drive would be 4.1m in width with a turning area to the front of Plot 5, extending to the front of Plots 1 to 4 to give access to parking. The proposal provides a total of 10 parking spaces, which is 2 per dwelling.

RELEVANT HISTORY

None relevant to this application.

CONSULTATIONS/REPRESENTATIONS

Notification letters were sent to 44 neighbouring properties with 4 letters of objection received. At the time of drafting this report the neighbour notification period has yet to expire. Members will be verbally updated on the evening of any further representations received. Objections raised were in respect of the following:

- 2-storey development replacing single storey garages would be overbearing
- Security would be at risk
- Privacy and overlooking
- Noise and disturbance
- Security of children at adjacent school will be compromised
- Decrease in property values
- Harmful to outlook

RELEVANT POLICIES

Policies CP17 (design), DC3 (Housing Design and Layout), DC33 (Car parking), 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 3A.4 (Housing Choice) of the London Plan, PPS1 (Delivering Sustainable Development) and PPS 3 (Housing) are relevant.

STAFF COMMENTS

The issues to be considered in this case are the principle of the development, the design and scale of the proposal, its impact in the street scene and upon the residential amenities of neighbouring properties, impact on parking/highways.

PRINCIPLE OF DEVELOPMENT

The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres. The site is currently occupied by various buildings and is used for valeting and storage of motor vehicles within the existing buildings and yard area. The principle of residential development is considered acceptable in land-use terms and the provision of additional housing acceptable as the application site is within an established urban area. If the site is to be redeveloped, the Council's preference would be for residential development.

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 the mix of housing sizes and types, taking account of the housing requirements of different groups.

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.

DENSITY/SITE LAYOUT

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.

The application site currently has a number of buildings and a large amount of hardstanding covering the site. The proposal would see the demolition of the existing buildings and the erection of 5 x dwellings with associated rear gardens. The proposed amenity areas would range between 46 and 74sq metres. Amenity to Plots 1 to 4 would be towards the rear whilst amenity of Plot 5 would be towards the side (west). Although no indication has been given in terms of boundary treatment, such details can be required by means of appropriate planning conditions.

Staff do have concerns regarding the location of the amenity area for Plot 5 as this area may potentially be overlooked by the existing dwellings at Nos. 57 and 59 Salisbury Road which are approximately 10m towards the west and have windows on 1st floor level. Notwithstanding, privacy can be secured by means of screen fencing and appropriate planting in the form of trees and hedges which will improve privacy to future occupiers. In addition, choosing to occupy this particular dwelling on Plot 5 would be a matter of choice for future occupiers. Staff are of the opinion that the proposal makes best use of the awkward layout of this southern part of the site and the potential for overlooking to this future amenity area should not be reason in itself to refuse an application which provides new housing to the Borough.

Overall, Staff are of the opinion that the proposed amenity space would be adequate as it would be of an acceptable size, located towards the rear of the dwellings and available for private use by the occupants. The amenity space provision is therefore considered to be consistent with the provisions of the Residential Design SPD.

The subject site covers an area of approximately 0.12 ha and the preferred density range for this area is 30 to 50 units per hectare. The proposal would result in a density on the site of

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approximately 40.8 units per hectare which is within the recommended density range and therefore acceptable in principle.

In terms of the general site layout, the proposed semi-detached dwellings would be relatively close to the site's eastern and western boundaries. Notwithstanding objections raised in representations in respect of 2-storey dwellings close to the boundary, these dwellings would be set away from dwellings along Salisbury Road and Brentwood Road by at least 27 metres which is considered to be a reasonable separation distance. Although only single storey in height, it should be noted that the site currently has a number of buildings which would be replaced by the proposed dwellings. In light of this and the separation distance between buildings, Staff are of the opinion that the 2-storey dwellings close to the site boundaries would not give rise to any harm and this relationship is considered to be acceptable.

Similarly, in respect of the detached dwelling towards the southern end of the site, at its pinch point (on ground floor level), this dwelling would be 10.2m from the neighbouring dwelling at No. 57 Salisbury Road and on 1st floor level, approximately 14.3m. It is considered that the distance from these neighbouring dwellings would be acceptable, especially in light of the fact that there is an existing single storey building in a very similar location where the detached dwelling is proposed. Given the lower roof ridge of the 2-storey element (7.25m as opposed to 8.1m for the semi-detached dwellings) and the fact that this dwelling would be part single storey, part 2-storey with the single storey element orientated to the closer neighbour, the proximity to neighbouring properties would be acceptable in this instance.

Staff are however concerned with regards to the amount of hardsurfacing to accommodate parking spaces. Whilst Staff recognise the current use and condition of the site, the Council would aim to encourage high quality developments where the opportunity arise. It is acknowledged that access and hardstanding on the site can not be avoided, however, Staff are concerned in respect of the quality of outlook this layout provides to future occupiers, in particular the semi-detached dwellings. Whilst the outlook towards the front would not be of any particular high quality, Staff acknowledge that this is towards the front of the dwellings and therefore similar to other dwellings in the Borough which looks onto the highway and on-street parking. A good level of outlook is still provided within the rear gardens. Members are however invited to apply their judgement to this aspect of the proposal. Should Members find this arrangement acceptable, Staff would recommend a condition to require the applicant to submit details of the type of hardsurfacing to be provided as the use of different materials can help to soften the overall appearance of parking and access roads.

DESIGN/IMPACT ON STREET/GARDEN SCENE

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.

The subject site is towards the rear of dwellings along Salisbury Road and Brentwood Road and would therefore not be visible within the existing street scene. Although the development would not form part of the surrounding street scene character, the proposed dwellings would still be visible within the rear garden environment and in line with PPS3, the Council would encourage high quality design in order to create attractive, safe and secure, high-quality living environments which are sustainable and where people will choose to live. The character of the surrounding

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area is mainly drawn from 2-storey semi-detached dwellings with some detached bungalows further south along Brentwood Road. The proposal to develop 2-storey semi-detached and detached dwellings on the site would therefore be acceptable in terms of their scale and design as it would be consistent with the prevailing character of the surrounding area.

As mentioned previously, although the development would be close to the rear boundaries of neighbouring properties, there is a sufficient separation distance between dwellings and the proposals so that they would therefore not appear visually intrusive or dominant in this rear garden environment. It was noted upon site inspection and on aerial photographs that the site is occupied by a number of outbuildings close to the boundaries of the site. The detached dwelling would replace a large single storey building and being part-single, part 2-storey in height, it is not considered to appear out of character as seen from the neighbouring properties. Similarly, along the majority of the eastern boundary, the site currently has garages which would be replaced by the proposed dwellings with screen fencing and appropriate vegetation. The character of the surrounding area is therefore not considered to be adversely affected by the proposed development.

Staff acknowledge the constraints of the site as a result of its shape and do not consider that the staggered layout of the semi-detached dwellings to be harmful in terms of its visual appearance to a degree which would justify refusal of this application.

The semi-detached dwellings have all been designed with decent size accommodation and good outlook which is considered acceptable.

The detached house towards the south of the site would be approximately 14m from the 2-storey rear wall elevation of the dwellings at No. 57 and 59 Salisbury Road. Separating these dwellings from the proposed detached dwelling would be their rear gardens and the proposed garden area to Plot 5. Staff are of the opinion that this separation distance is sufficient and would not result in the dwelling appearing as an incongruous feature in the rear garden environment. Similarly, although the dwelling is close to its eastern boundary, the separation distance between dwellings would be approximately 25m. In addition, the dwelling has been designed to have its single storey element to the eastern side, therefore reducing its visual impact. Staff are of the opinion that the dwelling would have an acceptable appearance as seen from the rear gardens of dwellings along Brentwood Road.

Overall, the proposals are considered to be acceptable in terms of their design, scale, character and visual impact of the area and therefore consistent with the aims and objectives of Policy DC61 of the LDF Development Control Policies Development Plan Document.

IMPACT ON AMENITY

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.

The proposed semi-detached dwellings would have one flank wall window each on 1st floor level serving the landing area towards the west and the bathroom towards the east. Appropriate conditions can be imposed for these windows to be fixed shut and obscure glazed, preventing any potential for overlooking to neighbouring occupiers. The detached dwelling would have no flank wall windows on 1st floor level.

The Squirrels Heath Primary school is towards the north of the subject site. The semi-detached

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dwellings would have windows on 1st floor level serving the master bedroom and looking out towards the north. It is not considered that these dwellings would result in additional overlooking towards the school over and above that which is currently experienced as a result of existing dwellings backing on to the school grounds. Staff are of the opinion that the proposed semi-detached dwellings would not have a detrimental impact on the activities of the school. Notwithstanding the above, given the close relationship of dwellings to the site's boundaries in particular that of the semi-detached dwellings to the eastern and western boundaries, Staff recommend appropriate planning conditions to secure a degree of landscaping in order to soften the appearance of the 2-storey developments as seen from the neighbouring dwellings.

Due to the development being west of properties along Brentwood Road and east of properties along Salisbury Road, it is not considered to result in any potential for unreasonable levels of overshadowing.

Staff acknowledge that concerns are raised in respect of noise and disturbance as a result of increased activity. It is however not considered that the development of 5 new family dwellings would give rise to unreasonable levels of noise and disturbance which would justify refusal of this application.

It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the resultant limited plot space, any additions, extensions or alterations to the dwellings may result in harm to the character of the surrounding area and neighbouring amenity. In light of this, Staff are of the opinion that all Permitted Development Rights for the proposed development should be removed in order to safeguard the appearance of the street scene and amenities of neighbouring occupiers.

HIGHWAY/PARKING

The site falls within a suburban part of the Borough with a PTAL Zone (Public Transport Accessibility Level) rating of 1-2 (suburban low). As a result of the site's location in relation to other retail, services and public transport, the proposal to construct 5 No. dwellings would require the provision of 2 to 1.5 No. off-street car parking spaces per dwelling as per the density matrix in Policy DC2 of the Local Development Framework. The proposal indicates the provision 10 parking spaces which would be 2 spaces to each unit.

Although the number of parking spaces is considered acceptable to comply with the off-street parking requirements, Staff recommends that a condition is imposed to ensure that the parking spaces are allocated to each dwelling as indicated on the layout plan to ensure the location and level of provision is easily accessible to future occupiers.

The Highways Authority confirmed that the width of the proposed access road at 4.1m wide is sufficient. It is recommended that low level lighting is installed along the access road. This can be required by means of an appropriate condition.

The provision of visibility splays were raised during the pre-application meeting. Whilst the Highways Authority is not objecting against the application, it is recommended that a condition is imposed, requiring visibility splays to be provided to the entrance of the site.

OTHER ISSUES

With regards to refuse collection, similar to other dwellings in the Borough, future occupiers would be required to leave refuse bags close to the highway on collection days.

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Concerns were raised in representations regarding security which will be compromised as a result of the development. The Council's Crime Prevention Design Advisor (CPDA) advised that the proposal is acceptable and a condition is recommended, requiring the applicants to submit further details showing how Secure by Design standards will be met. In addition, as mentioned above, a condition for low level lighting is recommended along the access road.

KEY ISSUES/CONCLUSIONS

Overall, it is considered that the proposed dwelling by reason of its design, scale and siting, would result in an acceptable development within the street scene. It is not considered that the proposal would give rise to any overlooking or invasion of privacy and would further, due to its orientation in relation to other neighbouring properties, not result in any overshadowing. It is not considered that any highway or parking issues would arise as a result of the proposal. Staff therefore consider the development to integrate acceptably with the surrounding area, complying with Policy DC33 and DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly, subject to conditions.

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to conditions

1. S SC4 (Time limit) 3yrs

2. SC05A (Number of parking spaces)

Before the building(s) hereby permitted is first occupied, provision shall be made within the site for 10 car parking spaces. The parking spaces shall be provided in accordance with the layout as provided on the site layout plan labelled "B layout Revised Dec 2010; REV A Plots 1 & 2 Amended Aug 2010" to ensure that each dwelling is allocated the parking spaces as indicated on this drawing. 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.

3. M SC09 (Materials)

4. M SC11 (Landscaping)

5. M SC13 (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 high shall be erected to the boundaries of the site and to those boundaries of the proposed properties in order to separate amenity areas as indicated on the drawing labelled: Proposed Development: Salisbury Road, Romford, 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

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6. S SC32 (Accordance with plans)
7. SC46 (Standard flank window condition)
8. S SC58 (Storage of refuse)
9. M SC59 (Cycle Storage)
10. M SC62 (Hours of construction)
11. M SC63 (Construction Methodology)
12. Non standard condition
The semi-detached houses shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimum value) against airborne noise to the satisfaction of the Local Planning Authority.

Reason:

To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning and Noise" 1994.

13. Non standard condition
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.

14. Non standard condition
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.

15. Non standard condition
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

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incorporating a Site Conceptual Model.

a) 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.

b) 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.

c) 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

d) 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.

16. Non standard condition

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

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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

17. Non standard condition

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

18. Non standard condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, no extensions, roof extensions, roof alterations or outbuildings shall be constructed 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

19. Non standard condition

Before the building (s) hereby permitted is first occupied, a scheme for lighting within the development, to include the lighting along the access road, shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be provided and operated in strict accordance with the approved scheme.

Reason:

In the interest of residential amenity.

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3 **INFORMATIVE:**

1. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC33 and DC61 of the LDF Development Control Policies Development Plan Document.

2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic and Engineering on 01708 433750 to commence the Submission / Licence Approval process.

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

4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

6. In aiming to satisfy Condition 17 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).

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.
