

REGULATORY SERVICES COMMITTEE
4th August 2011
WITHIN STATUTORY PERIOD

APPLICATION NO:	P0930.11	
WARD :	Brooklands	Date Received: 17th June 2011
ADDRESS:	68 BIRKBECK ROAD ROMFORD	
PROPOSAL:	2 storey side and single storey rear extensions	
DRAWING NO(S):	02 08	
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to conditions given at the end of the report.	

CALL-IN

The planning application was called in by Cllr Robert Benham. The application was called in due to the history of the site and the surrounding location.

RECOMMENDATION

It is recommended that planning permission be granted.

SITE DESCRIPTION

The dwelling in question is a residential two-storey semi-detached dwelling with existing parking for one vehicle on a hardstanding in front and one to the side. The dwelling is situated on the corner of Birkbeck and West Road. No trees are affected by the proposal. The surrounding area is characterised by a mixture of residential uses. The dwelling has a brick and pebble dash finish. The rear flank boundaries consist of high wooden fencing. The ground is relatively level.

DESCRIPTION OF PROPOSAL

The Council is in receipt of an application seeking planning permission for a two storey side and single storey rear extension at No. 68 Birkbeck Road.

The two storey side extension would measure 1.95m in width, 6.4m in length and 7.9m in height to the top of the gable ended roof. The additional space created would be utilised for a study and bedroom at ground floor and two bedrooms at first floor.

The single storey rear extension would be constructed to the east of an existing single storey rear extension and would measure 1.95m in width, 3.2m in depth and 3.2m in height to the top of the flat roof. The additional space would be utilised for an extension to a bedroom.

RELEVANT HISTORY

P1179.10 - Two storey side and single storey rear extension - Refused and Dismissed on Appeal

CONSULTATIONS/REPRESENTATIONS

The application was publicised by the direct notification of adjoining properties. No letters of objection were received.

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The Highway Authority objects to the proposals; we are concerned that the property cannot meet the standard of off street parking required by Havering for a development of this type in Romford. The requirement is between 2 - 1.5 parking spaces per unit. We would therefore require that the applicant/developer submit a plan showing that 2 correctly dimensioned spaces of 4.8m x 2.4m can be accommodated within the house curtilage and with adequate access to those spaces.

Environmental Health requested a condition requiring a site investigation to assess the level of landfill gas present.

STAFF COMMENTS

A previous application under P1179.11 was refused for the following reason:

The proposed development would, by reason of its height, bulk and mass and close proximity to the flank boundary, appear as an unacceptably dominant and visually intrusive feature in the streetscene harmful to the appearance of the surrounding area.

The Inspector commented that the proposal would result in the addition of an appreciable volume of built form close to the boundary of this prominent site and well forward of the building line on this side of West Road. It would thus largely close the existing gap to the boundary, damaging the open feel of the junction, and appear unduly intrusive in the street scene.

The applicant has reduced the overall width of the two storey side extension from 2.72m to 1.95m in order to maintain a 1m setback from the back of the pavement on this corner location. The acceptability of this reduction would be evaluated later in this report.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The acceptability of a residential extension depends on its effect on the general streetscene and neighbouring properties. The extension should be carefully designed and sympathetic in character and appearance to the original dwelling and the neighbourhood.

The subject property is situated on a prominent corner location. However, Staff consider the reduction in overall width and the 1m setback from the back of the pavement on this corner location to have sufficiently addressed the previous reason for refusal. The 1m gap would be in line with policy guidelines and would result in a more open feel to this junction when compared to the previous refused scheme. Although the proposal would still be forward of the properties along this side of West Road, Staff do not consider it to be unduly intrusive to warrant a refusal.

Two storey side addition is subservient to the subject dwelling as it has a 1m setback from the front building line at both floors and is finished with a lower roof form. The two storey side addition relates satisfactorily to the existing dwelling and is considered acceptable from a visual perspective.

The two storey element would not protrude beyond the existing rear building line and would therefore not result in an unacceptable impact on the rear garden environment.

The single store rear element is of modest height and size, relates satisfactorily to the existing dwelling and would not have a harmful impact on the rear garden or streetscene.

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IMPACT ON AMENITY

The two storey side extension would be situated on the eastern side of the dwelling and would therefore not have an impact on the attached neighbour which is situated to the west. No impact would result to the neighbouring occupiers to the east as West Road separates the proposal from these properties.

The single storey rear addition would not result in an impact to neighbouring occupiers as there is a similar rear extension to the attached neighbour and no neighbour to the east.

No flank windows are proposed. There would therefore not be any harmful impact in terms of overlooking. Any views from the additional front and rear windows would not result in additional harm to that which is already present.

HIGHWAY/PARKING

There is currently the provision for the parking of two vehicles on a hardstanding to the front and side of the property. The proposal would result in the loss of one parking space and the addition of three bedrooms. Staff do not consider the loss of one parking space sufficient reason to refuse the application in this particular situation. At the time of the site visit it became apparent that there were sufficient parking provision to neighbouring occupiers and in the street. Parking did not seem to be problematic within this part of Birkbeck Street, however should Member disagree a condition could be added to ensure that a minimum of two parking spaces be provided on site. An additional parking space could be provided to the front or the rear of the property. On balance therefore, staff consider the resultant parking arrangements to be acceptable.

KEY ISSUES/CONCLUSIONS

The proposal is considered to acceptable in term of impact on the streetscene and rear garden environment. The applicant has sufficiently addressed the previous reason for refusal by reducing the overall width of the two storey side addition and setting it 1m off the flank boundary.

The proposal is therefore considered to be in keeping with the aims and objectives of the Residential Extensions and Alterations SPD and Policy DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document.

RECOMMENDATION

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

1. S SC4 (Time limit) 3yrs
2. S SC10 (Matching materials)
3. S SC32 (Accordance with plans)
4. SC46 (Standard flank window condition)
5. S SC48 (Balcony condition)
6. Non standard condition
The development is situated on or within 250 metres of a current or historic landfill site or gravel pit and the following planning condition relating to landfill gas is required for this development proposal

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Prior to the commencement of any groundworks or development of the site;

a) A site investigation shall be undertaken to assess the level and extent of any landfill gas present, together with an assessment of associated risks. The investigation shall be in accordance with a scheme submitted to and approved in writing by the Local Planning Authority prior to any development commencing

b) If during development works any contamination should be encountered which was not previously identified in the Site Investigation then works should halt immediately and the Local Planning Authority consulted to agree appropriate further action.

Reason: To protect those redeveloping this site and any future occupants from potential landfill gas.

1 **INFORMATIVE:**

Reason for Approval:

The proposed development is considered to be in accordance with the aims, objectives and provisions of the Residential Extensions and Alterations SPD and Policy 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.

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APPLICATION NO:	P0976.11	
WARD :	Rainham & Wennington	Date Received: 24th June 2011
ADDRESS:	Former Rainham Police Station 1-6 New Road Rainham	
PROPOSAL:	Change of Use and external alteration from former Police Station to 6No. three bedroom dwellings with off street parking and private amenity.	
DRAWING NO(S):	2710_PL01 2710_PL02 2710_PL03 2710_PL04 2710_PL05 2710_PL12 2710_PL13 2710_PL06 2710_PL07 2710_PL08 2710_PL09 2710_PL010 2710_PL11 2710_PL14	
RECOMMENDATION :	It is recommended that planning permission be GRANTED subject to conditions given at the end of the report.	

CALL-IN

No call in.

RECOMMENDATION

That planning permission is granted subject to conditions.

SITE DESCRIPTION

The site lies to north of New Road and comprises three semi-detached buildings, finished in brick and white render, currently vacant but previously used as police buildings.

The site is accessed via an in and out carriage driveway from New Road. The front of the site is covered in hard standing. The buildings have gardens to the rear, separated by fencing and shrubs. These are open to the front but enclosed to the rear by a close boarded boundary fence. There is mature boundary screening to the rear and eastern boundaries.

The surrounding locality is predominantly residential in nature, typified by two storey houses and flats, there is a recently constructed nursing home directly west of the site. To the south of the site is Chandlers Corner cross roads which connects New Road to Upminster Road South.

DESCRIPTION OF PROPOSAL

Permission is sought for a change of use from police buildings into 6 three bedroom dwellings with external alterations.

The external alterations are limited to replacement windows and the insertion of double doors to the rear ground floor elevations to provide access into the rear gardens, partial rendering of the ground floors and canopies to the front entrances. Plot 3 would have some of the existing single storey ground floor extensions removed.

Each dwelling would have 2 parking spaces allocated to the front and a garden to the rear measuring between the ranges of 80 square metres and 165 square metres.

RELEVANT HISTORY

G0002.91 - Renewal of no.3-4 as permanent police station and change of use of no's 1 and 6 police houses to separate element of the police station - approved.

G0002.94 - Retention of use of no 2 as a crime prevention unit. Change of use of no. 5 to Police Training Centre and creation of car park in the rear garden - approved.

CONSULTATIONS/REPRESENTATIONS

Neighbour notification letters were sent to 41 properties. No representations were received.

RELEVANT POLICIES

Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP8 (Community facilities), CP17 (Design), DC2 (Housing Mix and Density), DC20 (Access to recreation and Leisure Including Open Space), DC27 (DC33 (Car Parking), DC61 (Urban Design) and DC63 (Delivering Safer Places) of the LDF Core Strategy and Development Control Policies Development Plan Document, the Supplementary Planning Document for Residential Design and government guidance contained in Planning Policy Statement 3 (Housing) are considered relevant to the determination of this application.

STAFF COMMENTS

The issues for consideration including the principle of development, design and streetscene, highway access and parking and residential amenity.

Principle of development:

Policy CP1 indicates that a minimum of 535 new homes need to be built each year on sites which are not designated for other purposes. The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and local Centres and is therefore suitable for housing development in principle subject to the detailed design of proposals. PPS3 encourages high quality residential development with access to a good range of facilities. The site is currently vacant and the re-use of previously developed land is also encouraged. The former police station have been vacant for some time now and are currently empty.

Policy CP8 refers to community facilities, police facilities are included within this definition. The policy states that the Council will seek to plan for increasing birth rates and plan for an ageing population through the retention of suitably located facilities. Policy DC27 states that planning permission for the redevelopment of community facilities will be granted where it has been demonstrated that there is no longer a need for the facility affected, or where alternative

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provision is made. The police station has been sold and is currently vacant. There is another police facility in Rainham, located on Bridge Road and it is considered that the loss of this site would not result in an loss of services to the local community.

Policy DC2 states that housing should reflect its locality; the dwellings proposed here are a 6, no. 3 bedroom units with parking and amenity space. This type of housing is considered to reflect the character of local housing stock.

The proposal is considered to be in accordance with Policy 3A.1 of the London Plan which seeks to increase London's supply of housing.

DENSITY/SITE LAYOUT

Policy DC2 states that development in this location should have a density between 30-50 dwellings per hectare. The site covers an area of 0.22 hectares. The dwellings proposed represent a density of 27 dwellings per hectare, which is just below the stated ranges. However, density is not the only measure of acceptability.

The Residential Design Supplementary Planning Document does not provide prescribed levels of amenity space, but instead encourages development to provide single, enclosed, non overlooked blocks which benefit from both natural sunlight and shading. Each dwelling proposed has its own private enclosed amenity space measuring between 80 square metres and 165 square metres. These are considered acceptable.

The buildings are existing structures and arranged in a crescent shape. These are accessed via a shared driveway with two crossovers onto New Road.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The three pairs of semi-detached properties are existing structures on site; the changes are considered to be minor in nature and are listed below.

Plots 1 and 2 would have canopies installed over the entrance and the lower brick work rendered. To the rear the single window would be replaced by a door and window. Additional doors would be inserted into the flank elevations.

Plot 3, has a side entrance with no canopy and would have the existing side and rear extensions removed. Plot 4 would be partially rendered at ground floor and would have additional entrance doors to the rear providing access to the garden and a front facing canopy.

Plots 5 and 6 would be rendered at ground floor and include the same entrance canopies as the other units with doors proving access into the rear garden.

The current expanse of hard standing to the front would be broken up with the introduction of soft landscaping to the front plots 1-2 and 5-6 and to the front highway accesses from New Road. This remaining hard standing would provide shared vehicular access and 12 parking spaces. The reduction of hard standing is welcomed here as it currently appears dominant in the streetscene and the soft landscaping would lend to a more residential appearance. It is recommended that a landscaping scheme be attached via condition to ensure that planting and materials are appropriate.

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IMPACT ON AMENITY

The buildings are arranged as a crescent shape within the site, where each dwelling has a different sized garden. Unit 1 is positioned close to the eastern boundary and has a garden provided mainly to the side (south) of the property. This is enclosed by a fencing with trees and shrubs fronting onto New Road. Plot 2 is located in the same position with its garden facing mostly north. These units are located a minimum of 2.8m and maximum of 4m from the eastern boundary shared with the neighbouring community centre. This is closer than the Council would normally accept, however, the buildings are existing structures and the community hall behind is not in residential use and is located 10.5m away from the rear elevation of Plot 2 and is separated by a mature line of trees and hedges. Given this is an existing relationship, Staff raise no objections. The first floor flank windows of Plots 1 and 2 serve bathrooms and the stair case and these are not considered to result in overlooking.

The rear north eastern corner of Plot 3 is located 4m back from the eastern boundary and is positioned 7.5m away from the community centre building. There is the same mature boundary screening between the two sites. Plot 4 is located centrally within the site and raises no concerns. Bedroom 1 on the first floor of both plots has secondary windows to the flank elevations. These would face onto the gardens of Plots 2 and 5. It is considered that a condition be attached requiring these windows to be obscure glazed and non opening, given the orientation of surrounding gardens.

Plot 5 and 6 are located to the western edge of the plot. Plot 6 is located partially on the boundary facing Glebe House, a residential nursing home. Glebe house does not have flank windows and is set away from the boundary. First floor flank windows to Plots 5 and 6 are restricted to bathrooms and staircases, where these are not considered to result in a loss of overlooking and can be conditioned to be obscure glazed and non opening accordingly.

The existing relationship between the pairs of semi-detached properties raises no concern for residential use, however, given their proximity it is considered that a condition be attached to any consent restricting the ability to install flank windows which could lead to overlooking beyond existing acceptable levels.

The site is currently vacant; however, the former use as a police station and training centre would have involved large volumes of passing traffic and large numbers of people. A change of use to residential would result in some vehicular traffic and intensity, but this is considered to be at a lower level than previously experienced and therefore raises no concern from Staff.

Existing refuse arrangements are via commercial bins to the front of the buildings which are unsightly. These are inappropriate in a residential context as proposed here and it is recommended that a condition be attached, requiring details of refuse storage and collection points.

HIGHWAY/PARKING

The density matrix of Policy DC2 requires that new development makes off street parking provision for between 2-1.5 spaces per dwelling. Two spaces have been provided for each dwelling which is acceptable. The existing Highway access would remain unchanged which raises no objection from Staff.

OTHER ISSUES

The site proposed a development for 6 units and is therefore classified as a minor residential scheme. Where schemes are brought forward for 9 or less units, DC6 states that Staff will need to be convinced that the proposal does not represent an underdevelopment of the site with

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regard to density and that a large site is not being brought forward in phases to avoid the major scheme threshold and subsequent contributions at each stage. Here, a change of use is sought only as the buildings are existing structures. Staff are satisfied that the scheme proposed is a acceptable density for the site and that there would be no other phased development as the proposal makes use of the entire site.

Secured by Design:

The Metropolitan Policy CPDA has indicated that if planning permission is granted, suitable condition would need to be attached in order to ensure that this development needs this standard.

KEY ISSUES/CONCLUSIONS

In conclusion, it is considered that residential development on this site is acceptable. The 6 units would each have acceptable levels of amenity and parking. There would be little change from the streetscene in terms of physical appearance; however, the reintroduction of activity would reuse a currently prominent vacant site. In all other respects the proposal is considered to comply with the objectives of the Local Development Framework and as such the application is recommended for approval subject to conditions.

RECOMMENDATION

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

1. S SC4 (Time limit) 3yrs
2. S SC32 (Accordance with plans)
3. S SC10 (Matching materials)
4. M SC62 (Hours of construction)
5. SC05A (Number of parking spaces)

Before the building(s) hereby permitted is first occupied, provision shall be made within the site for 12 car parking spaces 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.

6. M SC11 (Landscaping)
7. SC46 (Standard flank window condition)
8. M SC45A Removal of permitted development rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 Article 3, Schedule 2, Part 1, Classes A,B,C or E no extensions, roof extensions or roof alterations shall take place and no outbuildings or other means of enclosure shall be erected within the garden areas of the dwellings

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9. S SC58 (Storage of refuse)

12. SC34B (Obscure with fanlight openings only)

The first floor flank windows to plots 1-6 shall be permanently glazed with obscure glass and with the exception of top hung fanlight(s) shall remain permanently fixed shut and thereafter be maintained to the satisfaction of the Local Planning Authority.

Reason:-

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

10. 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 can be achieved shall be submitted 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 Local Planning Authority.

Reason:-

In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan (published February 2008) and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF.

11. Non standard condition

The building(s) shall be upgraded as to provide sound insulation of 45 DnT,w Ctr dB (minimum value) against airbourne 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 & Noise" 1994.

2 INFORMATIVE:

Reason for approval:

The proposed development is considered to be in accordance with the aims, objectives and provisions of Policies DC2, DC4, DC33, DC55, DC61, DC63 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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1. In aiming to satisfy condition 10 The applicant should seek the advice of the Police Crime Prevention Design Advisor. He can be contacted through the London Borough of 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 discharging of community safety condition(s)
 2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. 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.
 3. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where a developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
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