

**REGULATORY SERVICES COMMITTEE**

**8th March 2012**

**WITHIN STATUTORY PERIOD**

<b>APPLICATION NO:</b>	<b>P0073.12</b>	
<b>WARD :</b>	Rainham & Wennington	<b>Date Received:</b> 24th January 2012
<b>ADDRESS:</b>	The Thatched House Upminster Road South Rainham	
<b>PROPOSAL:</b>	Re-application of No. P1246.11 - Demolition of existing office/shop/dwelling and erection of 3 No. terraced houses (revised design and layout)	
<b>DRAWING NO(S):</b>		
<b>RECOMMENDATION :</b>	It is recommended that <b>planning permission be GRANTED</b> subject to conditions given at the end of the report.	

### **SITE DESCRIPTION**

The application site is located on the northern side of Upminster Road South. The site is presently occupied by a single/two storey building with an attached garage, which comprises of a shop/office at the ground floor and a one bedroom flat at first floor. There are single storey extensions to the building and an outbuilding that are sited on the eastern boundary of the site. There is an alleyway adjacent to the western boundary of the site. The site has a frontage onto Upminster Road South of between 2 and 7 metres and has an overall depth of approximately 30 metres. The surrounding area is predominantly residential in character, comprising of two storey terraced and semi-detached properties. The site is flanked by a two storey end of terrace dwelling (No. 181) to the west and a two storey end of terrace property (No. 183) to the east.

### **DESCRIPTION OF PROPOSAL**

This proposal is a re-application of application P1246.11 for the demolition of an existing office/shop/dwelling and the erection of 3 No. terraced houses with a revised design and layout.

In terms of appearance the proposed building has a pitched roof. In terms of finishing materials, the predominant materials proposed are part brick, part rendered blockwork and roof tiles.

The proposed building would measure 15.6 metres in width and have a depth of 12.1 metres at ground floor and 9.1 metres at first floor. The building would be 8.4 metres in height. The flank walls of the building are sited approximately 0.1 metres and 0.7 metres from the western and eastern boundaries respectively.

There would be two car parking spaces to the front of each dwelling.

### **RELEVANT HISTORY**

P1246.11 Demolition of existing office/shop/dwelling and erection of 3 no. terraced houses re-application of P0131.11 Approved.

P0131.11 - Demolition of existing office/shop/dwelling and the erection of 3 no. terraced houses - Withdrawn.

P1617.06 - Two bed dwelling rear of The Thatched House - Refused.

P1071.02 - Improvement to main entrance for access by disabled persons - Approved.

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P0217.96 - Single storey side extension and alterations - Approved.

### **CONSULTATIONS/REPRESENTATIONS**

The occupiers of 26 neighbouring properties were notified of this proposal. 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 representations received. One letter of objection was received with detailed concerns that have been summarised as follows:

- The dwellings would appear out of keeping with surrounding houses or village.
- Parking.

The Highway Authority has no objections to the proposals. The Highway Authority requires a standard of between 2 – 1.5 parking spaces per unit for a development of this type in Rainham.

Environmental Health - Recommend conditions if minded to grant planning permission.

Crime Prevention Design Advisor - The information provided in the Design and Access Statement that accompanies the application fails to mention or demonstrate how crime prevention measures have been considered in the design of the proposed development and how it reflects the seven attributes Safer Places as required by DC63. In addition, there were no details of proposed landscaping, parking provision or cycle storage. Recommends a condition and an informative if minded to grant planning permission.

### **RELEVANT POLICIES**

Design for Living Supplementary Planning Document

Residential Extensions and Alterations SPD

Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP17 (Design), DC2 (Housing Mix and Density), DC3 (Housing Design and Layout), DC33 (Car Parking), DC61 (Urban Design) and DC63 (Crime) of the LDF Core Strategy and Development Control Policies Development Plan Document are considered to be relevant.

Policies 3.3 (increasing housing supply), 3.4 (optimising housing potential), 3.5 (quality and design of housing developments), 6.13 (parking), 7.1 (building London's neighbourhoods and communities), 7.13 (safety, security and resilience to emergency) and 7.4 (local character) of the London Plan are relevant.

National policy guidance set out in Planning Policy Statement 1 – Delivering Sustainable Development and Planning Policy Statement 3 – Housing are also relevant.

### **STAFF COMMENTS**

This proposal follows a previous planning application, P1246.11, for the demolition of an existing office/shop/dwelling and the erection of 3 No. terraced houses, which was approved.

The current application differs from the previous scheme in the following key areas:

- The dwellings have half hipped roofs instead of hipped roofs.
- The proposal features roof lights and rear dormer windows.
- The height of the building has increased from 8.1m to 8.4m.
- The dwellings feature single storey rear projections with a depth of 3 metres.
- The width of the building has reduced from 16m to 15.6m.

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The main issues in this case are considered to be the principle of development, density and site layout, the impact upon the character and appearance of the street scene, impact upon neighbouring occupiers and highway/parking issues.

**PRINCIPLE OF DEVELOPMENT**

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 residential development according to DC61 of the DPD. Residential development in the form of new dwellings would therefore not be unacceptable in land use terms. Therefore, there are no concerns regarding the loss of a retail unit.

**DENSITY/SITE LAYOUT**

The Density Matrix in Policy DC2 seeks to guide higher density of development to those parts of the Borough having good access to public transport. In this instance the application site is considered to be located within an area of predominantly terraced and semi-detached housing, with the density requirement being 30-50 units per hectare. The proposal achieves a density of some 60 units per hectare on this 0.05 hectare site, which is outside of the range identified, although this is one element of the assessment.

The Council's Design for Living 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 proposal would provide approximately 66 square metres of amenity space for each new dwelling. Staff are of the opinion that the amenity space would be private, screened from general public view and access, and in a conveniently usable form. As a result, it is considered that the proposed amenity area for the new dwellings complies with the requirements of the Design for Living SPD and is acceptable.

**DESIGN/IMPACT ON STREET/GARDEN SCENE**

The application would comprise the demolition of the existing building on the site. While the building appears to be in a structurally sound condition, it is not of any particular architectural or historic merit and no in principle objection is therefore raised to its demolition.

Council policy and guidance seeks to ensure that all new developments are satisfactorily located and are of a high standard of design and layout. In this regard, it is important that the appearance of new developments is compatible with the character of the local street scene and the surrounding area. In this case, existing local character is drawn largely from two-storey terraced and semi-detached dwellings.

PPS1 and PPS3 recognise the need for high quality design in residential development. In particular, PPS1 states that good design can help promote sustainable development; improve the quality of the existing environment; attract business and investment; and reinforce civic pride and a sense of place. It can help to secure continued public acceptance of necessary new development. As a consequence Local Planning Authorities are advised to reject designs which are considered to be poor or unacceptable.

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Consideration has been given as to whether the half hipped roof of the building would integrate satisfactorily with the streetscene. It is considered that the building would appear in character with neighbouring properties, as the streetscene is varied and there are terraced properties in the locality with hipped and gabled roofs. The proportion of roof that is gabled and half hipped is equal and therefore, the building should not appear top heavy or unbalanced. As a matter of judgement, it could be argued that the half hipped roof of the building may appear bulky and out of character in the streetscene, as both end of terraced properties either side of the building have hipped roofs. However, Staff consider that this may not be a particularly strong reason for refusal in itself.

The roof lights are deemed to be acceptable. The rear dormer windows and single storey rear projections would not be directly visible in the streetscene. It is considered that the two storey front projections with gabled roofs would integrate well with neighbouring properties. It is considered that increasing the height of the building from 8.1m to 8.4m is acceptable, as it would be similar to both neighbouring properties at No.'s 181 and 183 Upminster Road South. The proposal would be in general alignment with the front building line of neighbouring properties.

It is considered that the proposal would not appear cramped in the streetscene, as the flank walls of the building are sited approximately 0.1 metres and 0.7 metres from the western and eastern boundaries respectively. In addition, there is an alleyway adjacent to the western boundary of the site, which provides an additional separation distance of approximately 1.5 metres.

#### **IMPACT ON AMENITY**

The merits of this application have been carefully considered, particularly with regard to the impact of the new dwelling on the amenity of the occupiers, particularly No.'s 181 and 183 Upminster Road South.

It is considered that the proposal would result in some loss of amenity to No. 181 Upminster Road South in terms of loss of light, although this is deemed to be within acceptable limits. There would be a separation distance of approximately 2.3 metres between the flank wall of the proposal and the flank wall of this neighbouring property. No. 181 Upminster Road South has an obscure glazed ground floor flank window, which serves a bathroom and is not a habitable room. No. 181 Upminster Road South has a first floor flank window, which serves a landing and is not a habitable room. No. 181 Upminster Road South has a single storey rear extension, which would help to mitigate the impact of the proposal within the rear garden environment.

It is considered that the proposal would not result in a significant loss of amenity to No. 183 Upminster Road South, as it features a two storey side extension that has recently been constructed and does not have any flank windows (application reference P1583.10). In addition, there is favourable orientation, as the rear garden of the application site faces North. Also, there would be a separation distance of approximately 0.7 metres between the flank wall of the terraced properties and the eastern boundary of the site.

It is considered that the half hipped roof of the building would not result in a significant loss of amenity to neighbouring properties.

If minded to grant planning permission, it is proposed to remove permitted development rights for extensions and roof additions/alterations to protect the amenity of neighbouring occupiers, as the new dwelling would project approximately 1.3 metres and 0.7 metres beyond the two storey rear facade of No. s 181 and 183 Upminster Road South and following negotiations with the

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agent, the gabled roofs of the dwellings were replaced with hipped roofs.

Taking into account the roof lights and rear dormer windows, it is considered that the proposal would not create any additional overlooking or loss of privacy Nos 181 and 183 Upminster Road South, over and above existing conditions. The dwellings do not feature any flank windows.

The dwellings feature single storey rear projections and their depth of 3 metres adheres to the Residential Extensions and Alterations SPD. If minded to grant planning permission, it is proposed to remove permitted development rights for extensions under Class A of the Town and Country Planning (General Permitted Development) Order 1995 Article 3, Schedule 2, Part 1, as amended by the Town and Country Planning (General Permitted Development) (Amendment) (no.2) (England) Order 2008, to protect the amenity of neighbouring occupiers, as the new dwellings feature a single storey rear projection and as such, would project significantly beyond the rear building lines of Nos 181 and 183 Upminster Road South.

### **HIGHWAY/PARKING**

According to Policy DC2, the site lies within an area with a Public Transport Accessibility Zone Rating of 1-2, which recommends the provision of 2-1.5 spaces per unit in this location. The development would provide six off-street parking spaces resulting in two spaces per dwelling, which is acceptable.

The Highway Authority has noted that the vehicular crossover will need to be extended so that vehicles can enter and exit the parking spaces without damaging the un-reinforced footway, which will be secured by condition. Refuse storage will be secured by condition.

### **KEY ISSUES/CONCLUSIONS**

The proposed residential use of the site is acceptable in principle. Consideration has been given as to whether the half hipped roof of the building would integrate satisfactorily with the streetscene. On balance, Staff consider that the half hipped roof is within the realms of acceptability, although this is a matter of judgement for members. It is considered that the proposal would not be materially harmful to residential amenity. It is considered that the proposal would not create any highway or parking issues. Having regard to all material planning considerations, it is recommended that planning permission be approved.

### **RECOMMENDATION**

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

1. SC4 (Time limit) 3yrs
2. SC09 (Materials)
3. SC32 (Accordance with plans)
4. SC46 (Standard flank window condition)
5. SC11 (Landscaping)
6. SC06 (Parking provision)
7. SC62 (Hours of construction)

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8. SC58 (Storage of refuse)

9. SC14 (Sight lines)

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.

10. SC59 (Cycle Storage)

11. SC45A (Removal of permitted development rights) ENTER DETAIL

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(Amendment) Order 2008, Article 3, Schedule 2, Part 1, Class A and B, no enlargements, improvements or other alteration shall take place to the dwellings 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 the LDF Development Control Development Plan Document Policy DC61.

12. SC63 (Construction Methodology)

13. 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 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.

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- 14.** Non standard condition  
The building(s) 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 & Noise 1994.

- 15.** Non standard condition  
Prior to the commencement of the development, all details of boundary screening and screen walling including details of the change in ground levels on the site shall be submitted to and approved in writing by the Local Planning Authority 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 to prevent undue overlooking of adjoining properties.

- 16.** 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 are maintained and to comply with policies in the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

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

Reason: To ensure the interests of the travelling public are maintained and to comply with policies in the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

**1** **INFORMATIVE:**

Reason for approval:

1. The proposed development is considered to be in accordance with the aims, objectives and provisions of Policies CP1, CP2, CP17, DC2, DC3, DC33, DC61 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document of the LDF Core Strategy and Development Control Policies Development Plan Document and the Design for Living Supplementary Planning Document.

2. The applicant is advised that planning approval does not constitute approval for

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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 this 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 developer 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 licence from the Council.

5. In aiming to satisfy condition 13, the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA are available free of charge through Havering Development and Building Control. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition.

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 is needed.