



**REGULATORY  
SERVICES  
COMMITTEE**

**REPORT**

27 October 2011

**Subject Heading:**

**P1379.11 – Land adjacent to 1 – 57  
Kipling Towers, Heaton Avenue,  
Romford**

**Redevelopment of the site for 4 flats  
and 3 dwellings with associated  
parking**

**(Application received 7<sup>th</sup> September  
2011)**

**Report Author and contact details:**

**Helen Oakerbee, 01708 432800  
helen.oakerbee@havering.gov.uk**

**Policy context:**

**Local Development Framework**

**Financial summary:**

**None**

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

Ensuring a clean, safe and green borough	[X]
Championing education and learning for all	[ ]
Providing economic, social and cultural activity in thriving towns and villages	[ ]
Value and enhance the life of our residents	[ ]
Delivering high customer satisfaction and a stable council tax	[ ]

## SUMMARY

This application relates to a Council owned garage court. The application proposes the redevelopment of the site for the erection of 4 No. flats and 3 No. dwellings with associated parking.

The planning issues are set out in the report below and cover the principle of the development, impact on streetscene, residential amenity and highways/parking. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

## RECOMMENDATIONS

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

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

Reason:

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

2) Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason:

The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

3) Parking standards: Before the building(s) hereby permitted is first occupied, provision shall be made for 11 No. off-street car parking spaces for use by the flats on Plots 1 – 4 and dwellings on Plots 5 – 7 and thereafter this provision and the turning area 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.

4) Materials: The materials used in the construction of the development hereby permitted shall be Hanson Harborough Buff Multi bricks for walls and Marley Eternit Modern Interlocking Tile (Smooth Grey) for roof tiles in accordance with the details supplied on Drawing No. 8430-16-1002 and 8430-16-1001 (received 7<sup>th</sup> September 2011), unless otherwise agreed and approved in writing by the Local Planning Authority.

Reason:

To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

5) Landscaping: No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason:

In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

6) Standard flank wall condition: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, no window or other opening (other than those shown on the submitted plan,) shall be formed in the flank wall(s) of the building(s) hereby permitted, unless specific 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 order to ensure a satisfactory development that will not result in any loss of privacy or damage to the environment of neighbouring properties which exist or may be proposed in the future, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

7) Obscure glazed window: The proposed windows on 1<sup>st</sup> floor level to the north elevation of the dwelling on Plot 5 and south elevation of the dwelling on Plot 7 serving the landing area of each dwelling shall be permanently glazed with obscure glass and shall remain permanently fixed shut and thereafter be maintained to the satisfaction of the Local Planning Authority, in order that the development accords with Policy DC61 of the LDF.

Reason:

In the interests of privacy.

8) Cycle storage: Before the building(s) hereby permitted is first occupied, provision shall be made on Plot 5, Plot 6 and Plot 7 for 2 x No. cycle storage spaces to each plot and a bicycle shelter providing 10 cycle spaces for the proposed block of flats (Plots 1 – 4) in accordance with the approved plans (Drawing Nr. 8430-16-1000, received 7<sup>th</sup> September 2011) and thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

9) Hours of Construction: No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the Local Planning Authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

10) Construction Methodology Statement: Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;

- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason:

To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

11) Highways Licence Agreement: 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.

12) Secured by Design: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation 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

13) Noise insulation: 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 and Noise"

1994.

14) Land contamination: Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A - Remediation Statement which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a "Validation Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, "Land Contamination and the Planning Process".

Reason:

To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

15) Refuse and recycling: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority.

Reason:

In the interests of amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61

16) Permitted Development rights: 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 take place 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

## **INFORMATIVES**

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.
5. With regards to surface water drainage it is the responsibility of the 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 the 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.
6. In aiming to satisfy Condition 12 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).

## REPORT DETAIL

### 1. Site Description

- 1.1 The application site is a garage court located to the north of Heaton Avenue, adjacent No. 1 – 57 Kipling Towers and south of dwellings along Chaucer Road. Ground levels on the site are generally level. The site has an overall area of approximately 1435sq metres. The site is currently vacant and partly covered in hardstanding. Access to the site is from Heaton Avenue.
- 1.2 The character of the surrounding area is drawn from 2-storey residential dwellings to the north of the site and south of Heaton Avenue with a multi-storey tower block of flats adjacent the site known as Kipling Towers. The built form is mainly buff / brown brick with varying types of cladding.

### 2. Description of Proposal

- 2.1 The application seeks permission to redevelop the site for the construction of 4 No. flats and 3 No. terrace dwellings.
- 2.2 The block of 4 flats would be to the western side of the site and would have the appearance of a row of terrace dwellings. The building would have an overall width of 17.5m and a depth of 9.2m. The building would have a pitched roof with hipped ends to a height of 8.5m, 5.2m to the eaves.



- 2.3 The flatted building would have its main entrance to the front (east) leading to internal entrances to each individual flat. Each flat would have 2 bedrooms, a living / dining area, bathroom and kitchen.
- 2.4 The flats on 1<sup>st</sup> floor level would have a balcony measuring 5sq.m each. The balconies would be towards the rear (west). The ground floor flats would have a private amenity area each, measuring 59sq.m and 46sq.m respectively.
- 2.5 The building comprising 3 No. terrace dwellings would be towards the east of the site. The building would have a width of 17.2m and depth of 9.2m. It would have a pitched roof with gable ends with a ridge height of 8.1m and 4.9m to the eaves.
- 2.6 Each dwelling would have a living / dining room on ground floor level with a w.c. and kitchen. On first floor level would be 3 bedrooms and a bathroom.
- 2.7 The proposal would retain the existing access to the site which is off Heaton Avenue providing direct access to off-street parking. There would be 5 parking spaces allocated to the 4 flats and 2 per dwelling (6 spaces), resulting in a total provision of 11 spaces.
- 2.8 Amenity space for the dwellings would be towards the rear (east) of each dwelling, ranging between 45sq.m to 93sq.m each.
- 2.9 Towards the rear of each dwelling would be an area for refuse storage and 2 x cycle storage spaces for each dwelling. Provision for 10 cycle spaces would be provided to the flats in the form of a bike shelter. There would also be a waste and recycling facility.

### **3. Relevant History**

- 3.1 No relevant history.

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

- 4.1 Notification letters were sent to 102 neighbouring properties with 2 letters of representation received, raising objections in respect of the following:
- Create more traffic and result in parking problems
  - Additional noise
  - Loss of light
  - Encroachment on privacy

### **5. Relevant Policies**

- 5.1 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 and the Residential Extensions and Alterations Supplementary Planning Document (SPD) and the Residential Design SPD is also relevant.

- 5.2 Policies 3.3 (Increasing Housing Supply), 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 3.6 (Children and Young People's Play and Informal Recreation Facilities), 3.8 (Housing Choice), 6.9 (Cycling), 6.10 (Walking), 6.13 (Parking), 7.1 (Building London's Neighbourhoods and Communities), 7.2 (Inclusive Design), 7.3 (Designing out Crime), 7.4 (Local Character), 7.5 (Public Realm), 7.6 (Architecture) of the London Plan (2011)
- 5.3 PPS1 (Delivering Sustainable Development) and PPS3 (Housing), PPS4 (Planning for Sustainable Economic Growth) and PPG13 (Transport).

## **6. Staff Comments**

6.1 This proposal is put before the Committee owing to the application site comprising land owned by the Council. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.

### **6.2 Principle of Development**

6.2.1 The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres. The principle of residential development is considered acceptable in land use terms and the provision of additional housing is consistent with PPS3 as the application site is within an established urban area.

6.2.2 Policy 3.8 of the London Plan states that DPD policies should 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 3.5 states that Local Development Frameworks should incorporate minimum space standards. The Mayor has set these at 96sq.m for a 3-bed 5-person dwelling. Each dwelling would have an internal floor space of 91sq.m. The London Plan (2011) also set out standards for flats which are 70sq.m per 2-bed four person flat. The flats would each have an internal floorspace of 58.4sq.m. Staff acknowledge that the internal space of both dwellings and flats are below the required 96sq.m and 70sq.m however, Staff consider the benefits of providing new housing to outweigh the shortfall in floorspace. Subject to the development being acceptable in respect of outlook and provision of amenity space, Staff consider this part of the proposal to be acceptable in this instance.

6.2.3 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 and policy 3.3 of the London Plan which seeks to increase London's housing supply.

### 6.3 Site Layout / Amenity Space

- 6.3.1 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.
- 6.3.2 Amenity space for the flats on 1<sup>st</sup> floor level would be in the form of 5sq.m balconies towards the rear (west). Each ground floor flat would have a private amenity area in the form of a garden, measuring 46.3sq.m for Plot 2 and 59.7sq.m for Plot 1. The garden areas would be screened by means of a boundary fence which can be agreed by means of a planning condition. The provision of balconies and private gardens for the 4 flats would comply with the requirements of the Council's Residential Design SPD.
- 6.3.3 Amenity space for the dwellings would mainly be towards the rear (east) of each dwelling with Plots 5 and 7 accommodating part of their amenity areas to the side. Plot 5 would have an amenity area measuring 93.6sq.m, Plot 6 would measure 45.2sq.m and amenity for Plot 7 would be 73.1sq.m. All amenity areas will be screened by means of boundary fencing which can be agreed as part of an appropriate planning condition.
- 6.3.4 Amenity spaces in the locality are generally arranged towards the rear of dwellings although there are many flatted developments in the vicinity with a mixed arrangement in terms of amenity space provision. Staff are of the opinion that the amenity areas would be adequate to be practical for day to day use and with the retention of fencing, would be screened from general public views and access, providing private and usable amenity areas, including those in the form of balconies. As a result, it is considered that the proposed amenity areas would comply with the requirements of the Residential Design SPD and are acceptable in this instance.
- 6.3.5 The residential density range for this site is 30 - 50 units per hectare. The proposal would result in a density of approximately 48 units per hectare. This density would be within the recommended density range for this area and is therefore considered acceptable.
- 6.3.6 In terms of the general site layout, the block of flats would be close to its southern boundary where it flanks a footpath to Kipling Towers and its car parking area. The building would be 5m from the western boundary and 5m from its northern boundary. The terrace dwellings would be 3m from its

southern boundary, 8m from the eastern boundary and 2.8m from the northern boundary.

6.3.7 In Staff's opinion, that proposed development allows for sufficient spacing between buildings and the site boundaries without appearing as a cramped or overdeveloped form of development. In addition to sufficient spacing, the proposal can comfortably accommodate parking spaces with a turning area, cycle and refuse storage areas and amenity areas on the site. The layout of the site is therefore considered acceptable.

#### 6.4 Impact on Local Character and Street Scene

6.4.1 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.

6.4.2 The proposal would be to the north of Nos. 120 – 126 Heaton Avenue which is a 2-storey development and north of Kipling Towards which is a multi-storey flatted block. The proposal, being approximately 20m from the edge of Heaton Avenue would therefore not form part of the Heaton Avenue street scene. Notwithstanding, the proposals would form part of the rear garden environment and should have an acceptable design and appearance which is not harmful to the character of the area. Both buildings would be a 2-storey development and lower in height compared to other 2-storey dwellings in the local vicinity.

6.4.3 There is no characteristic built form or character in the surrounding area. The proposal would be modest in terms of its size and height. Materials proposed are considered acceptable in this location and would give the development its own unique character.

6.4.4 The development would replace the existing harstanding with two new buildings which are not considered to be visually dominant or intrusive in the street scene. The development would further introduce soft and hard landscaping. The proposal is considered to be an improvement of the current situation on the site and would not detract from the surrounding environment.

6.4.5 In light of sufficient separation distances between the proposed buildings and neighbouring properties, Staff are of the opinion that the proposal would not appear as a cramped form of development and overall would have an acceptable design and appearance, therefore compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

#### 6.5 Impact on Amenity

- 6.5.1 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.
- 6.5.2 The proposed block of flats would be in the form of a 2-storey building with a pitched roof and hipped ends. The building would be north of the multi-storey flatted block known as Kipling Towers. The neighbour to the west has a flank-to-back distance of approximately 18m with the rear wall of the block of flats. This neighbouring property is further separated from the application site by a number of outbuildings on the plot north of Kipling Towers. As such, the only neighbour to be affected by the proposed block of flats are those north of the application site along Chaucer Road.
- 6.5.3 The proposed block of flats would be approximately 5.8m from the rear boundary of neighbouring dwellings along Chaucer Road and approximately 18.7m from the rear wall of these dwellings. The separation distance is considered sufficient to prevent any harmful impact in terms of overshadowing. The development would further have a pitched roof which will be hipped away from neighbouring properties, reducing any potential impact.
- 6.5.4 The flats would not introduce any flank wall windows. The proposal would have balconies on 1<sup>st</sup> floor level to the west of the building. Given the separation distance from neighbouring properties to the north and west, it is not considered that any harmful levels of overlooking would occur as a result of the balconies. It was noted upon site inspection that the neighbours to the north have dense vegetation to their southern boundaries which would further mitigate any potential for overlooking.
- 6.5.5 The 3 terrace dwellings would be north of No. 126 Heaton Avenue, separated by approximately 6.8m (flank-to-flank relationship). Being to the north of this neighbouring development and of a similar height, it is not considered that the proposal would have any impact on its amenities. The flank wall window would serve a landing area which can be required to be fixed shut and obscure glazed by means of a condition.
- 6.5.6 Bards Court is located to the east, approximately 21m from the proposed dwellings. Due to its separation distance, it is not considered that any potential for overlooking or overshadowing would occur.
- 6.5.7 The only neighbours therefore to be affected are those to the north of the application site. The proposal's northern flank wall would be 16m from the nearest neighbour to the north. The proposal would be set back from the southern boundary of these neighbouring properties by approximately 3.5m. No potential for overlooking would occur to these neighbours as the proposal would only introduce 1 flank window which can be fixed shut and obscure glazed. In terms of overshadowing, it is considered that the separation distances between the proposal and neighbouring boundaries

and the rear wall of dwellings to the north would be sufficient to prevent any harmful levels of overshadowing.

- 6.5.8 In terms of vehicular activity and the proposed parking arrangement, Staff are of the opinion that the proposal for 7 new residential units is unlikely to result in a significant rise in the level of vehicular activity over and above the current use of the site as a garage court (although vacant at present).
- 6.5.9 In terms of general noise and disturbance, it is not considered that the addition of 4 No. 2-bed flats and 3 No. 3-bed dwellings would give rise to any undue levels of noise and disturbance to the surrounding neighbouring properties within what is a predominantly residential area.
- 6.5.10 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed 2-storey developments in relation to the resultant limited plot space, any additions, extensions or alterations to the dwelling 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.
- 6.5.11 It is therefore considered that the layout, siting and design of the proposed development would be acceptable with no material harmful impact on the amenities of neighbouring properties. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

## 6.6 Highways / Parking Issues

- 6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type in Romford. The development would provide 6 parking spaces for the 3 dwellings (2 each) and 5 spaces for the flats (1 per flat and a visitor space). In terms of the number of spaces proposed, the provision of off-street parking spaces would comply with the requirements of Policy DC33 which, at 1.5 spaces per unit, would require 10.5 spaces. The provision of 11 parking spaces is therefore not considered to result in any highway or parking issues in this respect.
- 6.6.2 The development provides storage for 2 x no. cycle spaces to each dwelling and 10 spaces in a bike shelter for the flats which would comply with the Council's standards as set out in Annex 6 which requires a provision of 2 spaces per dwelling with 3 or more bedrooms.
- 6.6.3 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

## 6.7 Other Issues

- 6.7.1 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. The access road to the development is sufficient to accommodate refuse collection vehicles and the block of flats would provide an area for waste and recycling. The proposed arrangements are considered acceptable in this respect.

## 7. Conclusion

- 7.1 Overall, Staff are of the opinion that the proposal would not detract from the character of the surrounding area or neighbouring properties. It is considered that the proposal presents an acceptable degree of spacing between buildings and is not considered to appear as unacceptably dominant or visually intrusive as seen from neighbour's rear gardens. It is considered that the proposal would not have any material harmful impact on neighbouring amenity. Amenity space provision is considered sufficient. Overall, Staff consider the development to comply with Policy DC61 and the provisions of the LDF Development Plan Document. Approval is recommended accordingly.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This report concerns only material planning issues. Any land transaction between the applicant and the Council is dealt with independently.

### **Legal implications and risks:**

This application is considered on merits and independently from the Council's interest as owner of the site.

### **Human Resources implications and risks:**

None.

### **Equalities implications and risks:**

The proposed dwellings would be constructed to meet the Lifetime Homes Standard which means that they would be easily adaptable in the future to meet the changing needs of occupiers.

## **BACKGROUND PAPERS**

Application forms and plans received on 7<sup>th</sup> September 2011.