



**REGULATORY
SERVICES
COMMITTEE**

REPORT

15 December 2011

Subject Heading:

P1608.11 – Garage Court at rear of No. 33 - 48 Prospect Place, Romford

Demolition of existing 16 garages and the erection of 2 x No. houses with associated parking

(Application received 1st November 2011)

Report Author and contact details:

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Policy context:

Local Development Framework

Financial summary:

None

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

Clean, safe and green borough	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[]

SUMMARY

This application relates to a Council owned garage court. The application proposes the demolition of the existing 16 garages and the erection of 2 x No. houses 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 4 x No. off-street car parking spaces for use by Plot 1 and Plot 2 as shown on Drawing Nr. 8430-170-1000 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.

4) Materials: The materials used in the construction of the development hereby approved shall be Hanson Clumber Red bricks for walls and Markley Eternit Modern Interlocking Tile (Smooth grey) for roof tiles in accordance with the details supplied on Drawing '8430-170-Prospect Place Materials' and '8430-170-1000, 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) Cycle storage: Before the building(s) hereby permitted is first occupied, provision shall be made on Plot 1 and Plot 2 for 2 x No. cycle storage spaces to each plot in accordance with the approved plans (Drawing Nr. 8430-170-1000) 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.

8) 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.

9) 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.

10) 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.

11) 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

12) 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.

13) 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.

14) 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

15) 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

16) Domestic Sprinklers: Prior to the first occupation of the development hereby permitted, provision shall be made for the installation of a domestic sprinkler system to each of the dwellings on Plot 1 and Plot 2. Thereafter this provision shall be retained permanently unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In lieu of adequate access for a Fire Brigade pump appliance and in the interest of amenity and safety for future occupiers.

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. There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
7. In aiming to satisfy Condition 11 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 along Prospect Place which is towards the north of properties along Collier Row Lane and west of properties along Wainfleet Avenue. The surrounding area is mainly characterised by 2-storey terraced dwellings towards the east and south of the application site. Prospect Place is characterised by 4-storey residential flats.
- 1.2 Access to the site is off Collier Row Lane, via Prospect Place. The site is currently covered in hardstanding and has 16 x No. garages. The western and southern boundaries of the site have palisade fencing with the eastern boundary characterised by garages and gates of properties along Wainfleet Avenue. There is no significant change in ground levels on the site. The site has an overall area of approximately 775sq metres.

2. Description of Proposal

- 2.1 The application seeks permission to demolish the existing 16 No. garages on the site and erect 2 No. detached two storey houses with associated parking and garden areas.
- 2.2 The properties are set to the western edge of the site with Plot 1 set to the north and Plot 2 set to the south, they are divided by a parking area, which is overlooked by each dwellings respective front elevation.
- 2.3 Each dwelling would measure 5.6m wide and 8.8m deep. The development is two storeys in height with a pitched roof and measures 4.95m to the eaves and 7.8m to the ridge. On ground floor level, each dwelling would have a living room, a WC and a kitchen/dining room. On first floor level would be 2 bedrooms with a bathroom. There are flank windows located on the eastern elevation these serve the bedrooms. A single flank window to the western elevation serves the landing area.
- 2.4 The proposal would retain the existing access to the site measuring approximately 3.34m in width. There would also be a pedestrian walkway to the western side of the access road which will be an additional 850mm in width.
- 2.5 There would be a bin collection point within 15m from the site entrance and 16m from the front of the proposed dwellings. The bin collection area indicates space for 4 bins.
- 2.6 Towards the front of the dwellings would be 4 parking spaces, 2 per dwelling. Towards the rear of each dwelling would be an area for refuse storage and 2 x cycle storage spaces for each dwelling.
- 2.7 The dwellings would have a primary north-south orientation with garden spaces towards the rear. Plot 1 would have an amenity area of approximately 128 square metres and Plot 2 approximately 100sq metres. These are enclosed by a 1.8m close boarded fence.
- 2.8 The dwellings are arranged to meet Code Level 4 for the Code for Sustainable Homes and include the photovoltaic panels within the roof space.

3. Relevant History

- 3.1 P0069.11 – Demolition of 16 garages for the erection of 2 houses with associated parking – approved.

4. Consultations/Representations

- 4.1 Notification letters were sent to 65 neighbouring properties with 1 letter of objection being received. At the time of writing this report, the 21 days for consultation has not expired and no representations had been received. At

the time of the committee date, the consultation period will have expired; any representations received will be reported verbally to Members.

5. Relevant Policies

- 5.1 Policies CP1 (housing supply), CP2 (sustainable communities), CP9 (reducing the need to travel), CP10 (sustainable transport), CP15 (environmental management), CP17 (design), DC2 (housing mix and density), DC3 (housing design and layout), DC11 (non-designated sites), DC32 (the road network), DC33 (car parking), DC34 (walking), DC35 (cycling), DC36 (servicing), DC40 (waste recycling), DC53 (contaminated land), DC56 (light), DC58 (biodiversity and geo-diversity), DC59 (biodiversity in new developments), DC61 (urban design) and DC63 (crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are material planning considerations.
- 5.2 The adopted Supplementary Planning Document for Residential Design and Landscaping are material considerations.
- 5.3 Policies 3.3, 3.5 and 3.8 of the London Plan (adopted July 2011) are relevant.

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 83 square metres for a 2 bed, 4 person two storey dwelling. The dwellings have an internal floor space of in excess of 97 square metres which is acceptable.
- 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 3.3 of the London Plan.

6.2.4 This application is a resubmission from a previous approval (application reference P0069.11). The amendments to this application include a revised layout to provide 2 detached dwellings, in place of a pair of semi-detached dwellings. The amenity space for Plot 1 has increased. The internal layout remains comparable to before. There is an increased standard of parking from 1.5 spaces per dwelling to 2 spaces per dwelling.

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 to Plot 1 would mainly be towards rear (north) of the dwelling and measure approximately 128 square metres, this is an increased from 110sq metres on the previous application P0069.11. The amenity area would be screened by means of a 1.8m close boarded timber fence, avoiding any potential to overlook the amenity areas from a public point of view. Similarly, Plot 2 would have its amenity space towards the south of the dwelling, measuring 100sq metres and screened by a 1.8m close boarded timber fence.

6.3.3 Amenity provision in the locality are generally of a similar shape and size whilst the units in Prospect Place have communal garden areas of various sizes. Gardens to properties in Wainfleet Avenue to the east measure between 125 to over 180 square metres (including garages). It is considered that the proposed amenity areas would be consistent with those in the immediate vicinity. Staff are of the opinion that the garden areas would be large enough to be practical for day to day use and with the provision of fencing, would be screened from general public views and access, providing private and usable garden areas. As a result, it is considered that the proposed amenity areas of the new dwellings would comply with the requirements of the Residential Design SPD and is acceptable in this instance.

6.3.4 The residential density range for this site is 30 - 50 units per hectare. The proposal would result in a density of approximately 26 units per hectare. This density would be below the recommended density range for this area, however this has previously been considered acceptable and Staff consider that for the locality and size of the site, the density level proposed is appropriate.

6.3.5 In terms of the general site layout, planning permission has already been granted for a pair of semi-detached properties with gardens to the south. This resubmission has revised the proposals so the properties are detached and arranged in tandem, separated by a central parking area with 4 spaces. Plot 1 has its front elevation facing south with garden towards the rear. Plot 2 has its front elevation facing north with its garden towards the rear facing south. Both front elevations would overlook the parking area. Soft landscaping is introduced to the eastern flank of each dwelling with clearly defined amenity areas. This is considered not to appear as an overdevelopment of the site. The proposal would be towards the rear gardens of the surrounding properties and with sufficient spacing between buildings, is not considered to appear as a cramped form of development. 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 not form part of the Prospect Place, Collier Row Lane or Wainfleet Avenue street scene. The development is proposed towards the rear of garden areas of the surrounding properties and would therefore only be visible within the rear garden environment.

6.4.3 The surrounding area has no prevailing architectural. Prospect Place is characterised by 4 storey flatted developments, while buildings in Collier Row Lane are a mixture of 4 storey flatted developments and two storey semi-detached properties. Wainfleet Avenue is characterised by two storey terraces. Materials include facing brick and render. The proposed development would not be viewed in the context of any of the surrounding properties. The previous 9m maximum height has also been reduced to 7.8m. The proposal is considered to be an improvement of the existing garages and hard standing on the site and would not detract from the surrounding environment.

6.4.4 In terms of its design and visual appearance, Staff are of the opinion that the development of two detached dwellings in this location would have an acceptable impact. The dwellings were originally submitted with a car port attaching both front elevations, this has since been omitted from the plans to leave two separate structures. In light of sufficient separation distances between the proposed dwellings and surrounding neighbouring properties, Staff are of the opinion that the proposals 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 northern elevation of Plot 1 is located a minimum of 29m from No's 34-40 Prospect Place. The flank elevation is set 29m east from No. 13 Wainfleet Avenue and 38.4m from No. 84-90 Prospect Place to the west. The southern (front) elevation is set 7.5m north from Plot 2. The flank elevation of Plot 2 is located approximately 29m east of No. 7 Wainfleet Avenue and 30m east from No. 72, 76 and 78 Collier Row Lane when measured from the front corner and 26.5m from No's 72, 74 and 80 Collier Row Lane. The rear southern elevation is set 36.5m north of No. 62 Collier Row Lane. It is considered that the separation distances from this plots to adjacent dwellings is sufficient to prevent any potential for overlooking.

6.5.3 The proposal is for a pair of 2-storey detached dwellings. Communal gardens of the flats along Prospect Place are towards the west of the site. Notwithstanding, the proposed dwellings would have windows and doors facing north and south. Single first floor flank windows are proposed facing east towards Prospect Place and Collier Row Lane. These serve a landing area, no objection is raised to these windows given the separation distances to adjacent properties. The landing window to Plot 1 would be located approximately 38m from 84-90 Collier Row Road. The window to Plot 2 would be approximately 26.5m from No's 70-80 Collier Row Road. It was also noted that there are substantial outbuildings towards the west of the existing garages which would serve as a barrier between the proposed dwellings and first floor flank landing window and the communal gardens of properties along Prospect Place and Collier Row Lane.

6.5.5 First floor flank windows are also proposed to the eastern elevation, these serve the bedrooms of each dwelling. They would be located between 28-29m from properties in Wainfleet Avenue. It is not considered that these windows would result in adverse overlooking given the separation distances and urban context of the site plus dividing boundary screening and outbuildings. The front elevations to each dwelling provide a single casement window to bedroom 1; this overlooks the parking area below and increases surveillance across the site. The properties are set 7.5m apart, this distance is considered acceptable and would not result in an cramped appearance for future occupiers.

6.5.6 Staff are of the opinion that due to the orientation of the proposals in relation to neighbouring dwellings and their separation distance, no overshadowing would occur to any of the neighbouring properties.

- 6.5.7 In terms of vehicular activity and the proposed parking arrangement, Staff are of the opinion that 2 No. 2-bed dwellings would not give rise to a significant rise in the level of vehicular activity over and above that which is currently experienced as a result of the existing garages. The proposal would introduce landscaping between the proposed parking area and the western boundary of the site which would mitigate any potential noise or light pollution to flats along Prospect Place.
- 6.5.8 In terms of general noise and disturbance, it is not considered that the addition of 2 No. family dwellings would give rise to any undue levels of noise and disturbance to the surrounding neighbouring properties within what is a predominantly residential area.
- 6.5.9 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.
- 6.5.10 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 a total of 4 x No. parking spaces centrally within the site, providing 2 spaces per dwelling; this is an increase from the 1.5 previously approved. In terms of the number of spaces proposed, the provision of off-street parking spaces would comply with the requirements of Policy DC33 and no issues are raised in this respect. The parking is arranged in tandem; however there is no objection to this arrangement as the site provides adequate turning areas.
- 6.6.2 The existing garages would be demolished and involve the displacement of parking. This has previously been considered as acceptable on application P0069.11, where tenants of the existing garages would be provided alternative accommodation.
- 6.6.4 The development provides storage for 2 no. cycle spaces to each dwelling 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.

6.6.5 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. This has been considered acceptable by StreetCare and raises no objection from Staff. Specific details as to the refuse storage are attached via condition.

6.7.2 Highways concerns on the previous application related to the difficulty that refuse vehicles currently have getting access to Prospect Place and the addition of dwelling here would add to these difficulties. However, the refuse arrangements are the same as that previously approved where Staff raise no objection. It is considered in all that refuse arrangements are acceptable.

6.7.3 Representations received from the London Fire Brigade require the installation of domestic sprinklers; these are to be attached as a condition.

6.7.4 Plans were originally submitted with a car port over the parking area connecting Plot 1 and 2. This has raised concern from the Crime Prevention Design Advisor (CPDA) as the car port would screen the parking area and restrict surveillance across the site. The lack of windows to the front elevations of both plots (facing north and south respectively) also reduced surveillance across the site. Revised plans have since been submitted which omit the car port and introduce a single window to each front elevation at first floor level. This has increased the natural surveillance across the site and therefore addresses the concerns raised from the CPDA.

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: None

Legal implications and risks: This application is considered on its own merits and independently from the Council's interest as applicant and 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 20th January 2011.