

**REGULATORY SERVICES COMMITTEE**  
**15th March 2012**  
**WITHIN STATUTORY PERIOD**

<b>APPLICATION NO:</b>	<b>P0111.12</b>	
<b>WARD :</b>	Rainham & Wennington	<b>Date Received:</b> 27th January 2012
<b>ADDRESS:</b>	R/O 14-16 Woodside Close Rainham	
<b>PROPOSAL:</b>	Construction of one 3 bedroom detached bungalow and two 1 bedroom semi-detached bungalows with associated parking and garden areas	
<b>DRAWING NO(S):</b>	1166PD 00 1166PD 01 B 1166PD 101 A 1166PD 102 A 1166PD 103 A 1166PD 104 1166PD 201 B 1166PD 202 B 1166PD 203 B 1166PD 204 A	
<b>RECOMMENDATION :</b>	It is recommended that <b>planning permission be GRANTED</b> subject to conditions given at the end of the report.	

### **CALL-IN**

No call in

### **SITE DESCRIPTION**

The site lies to the south of Woodside Close and is bordered by the gardens of No. 14-16 to the north and the gardens of no. 101-103 Lambs Lane South to the south. Currently the site has been cleared and lies open.

The surrounding locality is predominantly residential in nature, typified by two storey semi-detached and terraced properties finished in a mixture of facing brickwork and render.

### **DESCRIPTION OF PROPOSAL**

Full planning permission is sought for 1 No, 3 bed detached bungalow and 2 No, semi detached 1 bedroom bungalows with parking.

The detached 3 bedroom bungalow (unit 1) measures a maximum of 14.2m deep (including the bay windows), 12m wide as a maximum, 2.2m to the eaves and 6m high to the ridge. This building is inset 1m from the boundary shared with no. 54 Woodside Close.

The semi-detached 1 bedroom bungalows (units 2-3) measure a combined maximum of 14m wide, and 11.6m deep as a maximum (including the bay windows). These units measure 2.2m to the eaves and 6m high to the ridge line. The western flank elevation is set 1m from the boundary with the rear garden of no. 99 Lambs Lane South.

Access into the site is via Woodside Close via an existing turning head with a driveway leading

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to 6 car parking spaces, 2 for each dwelling.

**RELEVANT HISTORY**

P0325.03 - Two detached residential units - allowed on appeal

P1403.08 - Two detached bungalow residential units - outline - approved.

P0583.11 - Three detached bungalows - outline - approved.

P1858.11 - Construction of one 3 bedroom detached bungalow and two, one bedroom detached bungalows -withdrawn.

**CONSULTATIONS/REPRESENTATIONS**

Neighbour notification letters were sent to 16 properties. No representations have been received.

**RELEVANT POLICIES**

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

Planning Policy Statement 3 (Housing)

London Plan Policies: 3.3, 3.5, 3.8, 6.13.

**STAFF COMMENTS**

The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and local Centres and is therefore suitable for housing development in principle subject to the detailed design of proposals. PPS3 encourages high quality residential development with access to a good range of facilities. Re-use of previously developed land is also encouraged.

Policy CP1 indicated that, due to high levels of housing need, it is important to meet the needs for new housing and gives a target for a minimum of 535 homes to be built per year. Policy 3.3 of the London Plan indicates that Havering should have a minimum 10 year target of an additional 9700 new homes (or 970 per year) to be built on sites which are not designated for other purposes.

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 does not give space standards for bungalows, but states that a 3 bedroom flat should provide between 74 and 95 square metres of floor space depending on the number of bed spaces, and a 1 bed unit should provide between 37 and 50 square metres depending on the number of bed spaces. Unit 1 (3 bedroom) has a floor area of 149 square metres, and the two 1 bedroom units have a floor area of 80 square metres. These are in accordance with the above London Plan space standards.

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This application is a resubmission following P1858.11 , which was withdrawn following concerns from the Council's Crime prevention Design Advisor with regard to a lack of natural surveillance from the dwellings and potential for crime. The applicant has sought to overcome these concerns with a revised layout of the dwellings, which has resulted in the omission of the previously proposed L shape bungalows, with two rectangular shaped properties. The L shaped detached bungalow remains.

**DENSITY/SITE LAYOUT**

Policy DC2 states that development in this location should have a density between 30-50 dwellings per hectare. The site covers an area of 0.09 hectares. The dwellings proposed represent a density of 32 dwellings per hectare, which is within the acceptable ranges.

The layout of the 3 dwellings proposed is largely the same as the previous approvals on site which sought for detached bungalows. Units 2 and 3 had previously been proposed as an L shape; however, following concerns from the Councils Crime Prevention Design Advisor, the dwellings have a revised footprint.

The Residential Design Supplementary Planning Document does not provide prescribed levels of amenity space, but instead encourages development to provide single, enclosed, non overlooked blocks which benefit from both natural sunlight and shading.

The 3 bedroom bungalow would have 105 square metres of amenity space. Although this is smaller than the 170 square metres previously proposed on similar applications, this garden has a southerly aspect and provided in a single bloc (previously arrangements also proposed a side garden). This arrangement does not raise any concern from Staff.

The 1 bedroom bungalows both have 60 square metres of amenity space, located to the rear of the properties in a single block; these would be south facing and are considered acceptable for the size of the unit proposed.

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

Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

The surrounding area has no prevailing architectural style, and is characterised by a mixture of two storey semi-detached and terraced dwellings. Materials in the locality include facing brick with tiled roofs over. The proposed dwellings are set back from the access road and would be screened by existing development in Woodside Close; as such it is not considered that the dwellings would be materially harmful in the streetscene.

In terms of design, the dwellings are arranged as bungalows and have a traditional appearance. Unit 1 is positioned closest to the development entrance and is arranged as an L shape. The projecting front elevation has two bay windows with a gable roof over. The return projection is finished with a half hipped roof. The entrance door is located to the flank of the front projection.

Units 2 and 3 are rectangular in shape, each with a bay window front projection finished with a single joint gable over. The flanks of each dwelling are finished with half hipps to match that of

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unit 1. Both dwellings have a front entrance door.

In all, Staff consider that the design of the dwellings to be acceptable in the locality. The dwellings are shown as being finished in facing brick with tiled roof over. The gable over the semi-detached bungalows is finished with timber cladding to add variety within the development. Staff consider that this would be acceptable for the locality, subject to samples of materials which are requested via condition.

It is considered that the development of three bungalows arranged in two buildings in this location would have an acceptable impact on the character and appearance of the locality. In light of sufficient separation distances between the proposed dwellings and neighbouring properties, Staff are of the opinion that the proposals would not appear as a cramped or overbearing form of development within the surrounding rear garden environment and overall would have an acceptable design and appearance, therefore compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

### **IMPACT ON AMENITY**

Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

The proposed dwellings are shown to be located at a distance of approximately 18m from the rear elevation of No.'s 14 and 16 Woodside Close and a back to back distance of approximately 21.5m from No. 103 Lambs Lane South. A review of the surrounding locality shows that there are varied back to back distances between properties. For example No. 16 Woodside close is set only 8m back from the rear elevations of no. 48-50 Woodside close. Current guidance within the Residential Design SPD does not prescribe back to back distances and Staff consider that subject to screen fencing, landscaping conditions and their single storey construction, these distances would be sufficient as to not result in a loss of residential amenity through overlooking.

The proposed dwellings would be located west of No's 52 and 54 Woodside Close. Unit 1 is located off the 1m off boundary with No. 54. Given its single storey nature it is considered that they would be no loss of amenity. The flank windows facing No. 54 serve bathrooms and are conditioned so that they are obscure glazed.

The proposed dwellings would require vehicular access to the front of the curtilage which adjoins the relatively short rear gardens of no.'s 14 and 16 Woodside Close and No. s 48 and 50 Woodside Close. Although there are no existing vehicular movements in this location, it has been accepted on previous applications and planning appeals that future vehicle movements would be very small and unlikely to cause a significant noise and disturbance to neighbouring properties.

In terms of additional noise and disturbance, it is not considered that the addition of 3 dwellings would give rise to any undue levels of noise and disturbance to the surrounding neighbouring properties within what is a predominantly residential area.

There would be 6 parking spaces provided, 2 for each dwelling. Unit 1 has its parking provided to the front, whilst units 2-3 have their parking allocated to the north and western boundaries. These are accessed from a shared turning area. The parking spaces would be screened by a 2m high timber fence and include strips of soft landscaping to the edges. Although the site does not feature vehicle movements at present, given the likely number of vehicle movements Staff

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are of the opinion that the parking is sufficiently removed from existing dwellings and that no noise or light pollution would occur as a result of these 6 car parking spaces on the site.

Staff consider the proposal to be acceptable in its current form. Given the size of the proposed development 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.

It is 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.

### **HIGHWAY/PARKING**

The density matrix of Policy DC2 requires that new development makes off street parking provision for between 2-1.5 spaces per dwelling. The plans show 6 parking spaces within the shared access drive. The detached bungalow would have 1 parking space adjacent to the front door and another located by the access drive. The semi-detached bungalows have two spaces each located adjacent to the north and west boundaries.

The bungalows would be accessed via the existing turning area from Woodside Close, which is the same as previously approved. The access measures 5.2m wide and provides a turning area within the development. This is considered acceptable, as it is in excess of the minimum 3.7m wide fire path required by highways.

### **OTHER ISSUES**

Refuse

An area for refuse and recycling provision has been located adjacent to the access on the northern boundary. Staff consider that this would be practical, however, details of this storage are requested via condition.

### **KEY ISSUES/CONCLUSIONS**

In conclusion, it is considered that the proposals are acceptable. In principle the use of the land for residential dwellings does not raise any objection. There is adequate parking and access and it is not considered that the proposals would result in a loss of amenity to neighbouring occupiers, as the dwellings would be of a single storey construction and are set suitable distances from the boundary. The design of the dwellings raises no objection and they would be of limited impact in the Woodside Close streetscene.

### **RECOMMENDATION**

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

1. SC4 (Time limit) 3yrs
2. SC05A (Number of parking spaces) ENTER NO.

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**2.** SC05A (Number of parking spaces) ENTER NO.

Before the building(s) hereby permitted is first occupied, provision shall be made within the site for 6 car parking spaces and thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:-

To ensure that adequate car parking provision is made off street in the interests of highway safety.

**3.** SC09 (Materials)

**4.** SC11 (Landscaping)

**5.** SC45A (Removal of permitted development rights) ENTER DETAIL

Notwithstanding the provisions 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, or any subsequent order revoking or re-enacting that order, no development shall take place under Class (ENTER DETAILS), 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.

**6.** SC46 (Standard flank window condition)

**7.** SC57 (Wheel washing)

**8.** SC58 (Storage of refuse)

**9.** SC59 (Cycle Storage)

**10.** SC63 (Construction Methodology)

**11.** SC78 (Secure by Design)

**12.** Non standard condition

Before any of the buildings hereby permitted is first occupied, screen fencing of a type to be submitted to and approved in writing by the Local Planning Authority, 2 metres (6ft. 7ins.) high shall be erected 2m and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason:-

To protect the visual amenities of the development and prevent undue overlooking of adjoining property, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

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**13.** Non standard condition

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

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

- 1** The proposed development is considered to be in accordance with the aims, objectives and provisions of Policies DC2, DC32, DC33, DC36, DC53, DC55, DC61, DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

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Note: Following a change in government legislation a fee is now required when submitting details pursuant to the discharge of conditions, in order to comply with the Town and Country Planning (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations, which came into force from 06.04.2008. A fee of £85 per request (or £25 where the related permission was for extending or altering a dwellinghouse) is needed.

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1. The developer, their representatives and contractors are advised that planning approval 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.
  2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.
  3. 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.
  4. The developer is advised that is construction materials are to be kept on the highway during construction works then they will need to apply for a licence from the Council.
  5. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where a developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
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