



REGULATORY SERVICES COMMITTEE

27 June 2013

REPORT

Subject Heading:

**P0179.13 – Garage court to the rear of
23-31 Victory Way, Romford**

The erection of 5 no. 3 bed houses.

**(Application received 26th February
2013)**

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

SUMMARY

This application relates to a garage court previously owned by the Council and granted planning permission for 5 no. 3 bed houses at the Regulatory Services Committee of 4 October 2012. The application proposes the erection of 2 No. two-

storey semi-detached dwellings and 3 no. terraced dwellings with associated parking. The current proposal differs from the previous approval in that an increase in depth and loft conversion is proposed to the semi-detached pair of dwellings. The loft conversion would result in a slight increase in roof height and the addition of 2 no. front dormer windows. 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 consider the changes to be acceptable.

The application is recommended for approval subject to conditions and the applicant entering into a Section 106 Agreement.

RECOMMENDATIONS

That the Committee notes that the development proposed is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3 and that the applicable fee is based on an internal gross floor area of 529.7m² and amounts to £10594.

That the proposal is unacceptable as it stands but would be acceptable subject to the applicant entering into a Section 106 Legal Agreement under the Town and Country Planning Act 1990 (as amended), to secure the following:

- A financial contribution of £30,000 to be used towards infrastructure costs.
- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
- The Developer / Owner to pay the Council's reasonable legal costs in association with the preparation of a legal agreement, prior to completion of the agreement, irrespective of whether the legal agreement is completed.
- The Developer / Owner to pay the appropriate planning obligation/s monitoring fee prior to completion of the agreement.

That staff be authorised to enter into a legal agreement to secure the above and upon completion of that agreement, grant planning permission subject to the conditions set out below:

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 10 x No. off-street car parking spaces as shown on the approved plan No. 8730-1000 Revision C 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: Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

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 (as amended), no window or other opening (other than those shown on the submitted and approved 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 windows: Notwithstanding the details shown on the approved plans, the proposed flank windows at first floor serving bathrooms shall be permanently glazed with obscure glass and with the exception of top hung fanlights 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: Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

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) 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

14) Ground 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;

- (1) a) A Phase I (Desktop Study) Report documenting the history of the 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 (Remediation Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to all receptors must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and procedure for dealing with previously unidentified any contamination. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

- d) Following completion of measures identified in the approved remediation scheme mentioned in 1(c) above, a “Verification Report” that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason:

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

- (2) a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.
- b) Following completion of the remediation works as mentioned in (a) above, a ‘Verification Report’ must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

Reason:

To ensure that any previously unidentified contamination found at the site is investigated and satisfactorily addressed in order to protect those engaged in construction and occupation of the development from potential contamination.

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 which amends the Town and Country Planning (General Permitted Development) Order 1995 (“the 1995 Order”), 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) Screen Fencing: Prior to the commencement of the development, all details of boundary screening shall be submitted to and approved in writing by the Local

Planning Authority the approved details shall be implemented immediately on approval and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason:

To protect the visual amenities of the development and to prevent undue overlooking of adjoining properties.

17) Noise Insulation: The buildings 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.

18) Archaeological Investigation: No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason:-

Important archaeological remains may exist on this site. Accordingly, the Planning Authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance in the NPPF, and in order that the development accords with Development Control Policies Development Plan Document Policy DC70.

19) 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, Plot 2, Plot 3, Plot 4 and Plot 5. 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.

20) Lighting: Before the building (s) hereby permitted is first occupied, a scheme for lighting within the development, to include the lighting along the access road, shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be provided and operated in strict accordance with the approved scheme.

Reason:

In the interest of residential amenity.

21) Turning Area: Before the building (s) hereby permitted is first occupied the turning area shall be made available for use and thereafter kept free from obstruction.

Reason:

In the interest of highway safety.

INFORMATIVES

1. Reason for Approval:

The proposed development is considered to be in accordance with the aims, objectives and provisions of policies CP1, CP17, DC3, DC33, DC35, DC55, DC61, DC63 and DC72 of the LDF Core Strategy and Development Control Policies Development Plan Document, Policies 3.3, 3.4, 3.5, 3.8, 6.9, 6.10, 6.13, 7.1, 7.2, 7.3, 7.4, 7.5 and 7.6 of the London Plan and Section 6 and 7 of the National Planning Policy Framework (NPPF).

Note: A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.

2. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: Improvements required to make the proposal acceptable were negotiated and submitted, in accordance with para 186-187 of the National Planning Policy Framework 2012.

3. The proposal is liable for the Mayor of London Community Infrastructure Levy (CIL). Based upon the information supplied with the application, the CIL payable would be £10594. CIL is payable within 60 days of commencement of development. A Liability Notice will be sent to the applicant (or anyone else who has assumed liability) shortly. Further details with regard to CIL are available from the Council's website.

4. Planning Obligations

The planning obligations recommended in this report have been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligations are considered to have satisfied the following criteria:-

- (a) Necessary to make the development acceptable in planning terms;
 - (b) Directly related to the development; and
 - (c) Fairly and reasonably related in scale and kind to the development.
5. 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.
 6. 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.
 7. 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.
 8. 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.
 9. 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).
 10. The development of this site is likely to damage archaeological remains. The applicant should, therefore, submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage Guidelines.

REPORT DETAIL

1. Site Description

- 1.1 The application site is a former garage court located to the rear of 23-31 Victory Way. The site is currently covered in hard standing with all the previous garages demolished.
- 1.2 The site for residential development is approximately 1325.8 square metres in size. There are no significant changes in ground level. The site is surrounded on all sides by the gardens of adjacent residential properties on Victory Way, Rodney Way and Valiant Close. None of these properties have access to the garage court. The site is currently enclosed with palisade fencing.
- 1.3 Development in the vicinity is characterised by 2-storey residential dwellings. These surrounding properties have a mixture of brick and rendered finishes.

2. Description of Proposal

- 2.1 The application proposes the erection of 2 No. two-storey semi-detached dwellings (plot 1 and 2) and 3 No. terraced dwellings (plot 3, 4 and 5) with associated parking and amenity.
- 2.2 The semi-detached pair is set to the northern portion of the site. The terraced dwellings are set to the south. Between these dwellings in the centre of the site are 8 parking spaces, set around a turning area, pedestrian paths and soft landscaping framing each dwelling. Two more parking spaces are located to the north of the site. Each dwelling will have 2 parking spaces.
- 2.3 The semi-detached two storey dwellings measure a total of 11m wide, 10.95m deep, 5.1m high to the eaves and 8.8m high to the top of the gable ended roof. At ground floor there is a kitchen/dining room, living room and W.C, at first floor there are two bedrooms, study, bathroom and an en-suite bathroom.
- 2.4 The applicant also proposes to utilise the loft space for a bedroom and en-suite bathroom. The loft conversion would result in the addition of two dormer windows to the north-western roof slope. The dormers would measure 1.63m in width, 3m in depth and 2.1m in height to the top of the dual pitched roofs.
- 2.5 The terrace dwellings measure a total of 16.4m wide, 9.5m deep, 4.7m high to the eaves and 8.2m high to the ridge. At ground floor there is a kitchen/dining room, living room and W.C, at first floor there are three bedrooms, a bathroom and an en-suite bathroom.

- 2.6 Access to the dwellings is via the existing garage court access between 31-33 Victory Way which would be retained as a shared surface road (for pedestrians and vehicles).
- 2.7 Each dwelling has an area for private amenity space; these are conventionally provided towards the rear and side, enclosed by a 1.8m timber fence. Plot 1 has an amenity space covering 101.2 square metres, plot 2 an amenity area of 93.2 square metres, plot 3 an amenity area of 100.0 square metres, plot 4 an amenity area of 71.1 square metres and plot 5 an amenity area of 49.5 square metres.

3. Relevant History

- 3.1 P0928.12 - Erection of 5 no. 3 bed houses – Approved.
- 3.2 P0149.06 - To erect 3m galvanised palisade fence with gates - Approved.

4. Consultations/Representations

- 4.1 Notification letters were sent to 20 neighbouring properties and three letters were received of which one was an objection. It should however be noted that the objections relating to loss of light, overlooking and close proximity to the boundary of neighbouring occupiers have all been dealt with under the previous application. Any impact resulting from the changes proposed to the original approved scheme would be assessed in the report.
- 4.2 The Council's Environmental Health Service requested a contamination condition. Environmental Health Service also requested a noise insulation and construction and delivery hours condition.
- 4.3 The Highway Authority has no objection to the proposals, however requested that the access road be made shared, crossover slightly extended and the bin collection point relocated to the dwelling end of the access road. The applicant has taken the comments on board and submitted revised plans.
- 4.4 The Borough Crime Prevention Design Advisor did not raise an objection to the proposal but does require a Secured by Design condition.
- 4.5 English Heritage requested a condition securing the implementation of a programme of archaeological works as there may be significant archaeology remains on site.

5. Relevant Policies

- 5.1 Policies CP1 (Housing Supply), CP17 (Design), DC3 (Housing Design and Layout), DC33 (Car parking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design), DC63 (Crime) and DC72 (Planning Obligations) of the Local Development Framework Core Strategy and Development Control Policies

Development Plan Documents and the Residential Extensions and Alterations Supplementary Planning Document (SPD), Planning Obligations SPD and the Residential Design SPD are also relevant.

- 5.2 Policies 3.3 (Increasing Housing Supply), 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing Developments), 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 National Planning Policy Framework (NPPF) Section 6 "Delivering a wide Choice of Homes", and Section 7 "Requiring Good Design".

6. Staff Comments

- 6.1 The current proposal is a resubmission of a previous approval under application P0928.12 that was presented to the Regulatory Services Committee on 4 October 2012. The current proposal differs from the previous submission in that the depth of the semi-detached pair has increased from 9.6m to 10.95m and the height has increased from 8.65m to 8.8m. The current proposal is also introducing a loft conversion with 2 no. dual pitched roof dormer windows to the north-west roof slope. Other changes include minor changes to the elevations and pathways. No changes are proposed to the dimensions of the 3 no. terraced dwellings, as previously approved.
- 6.2 The main issues to be considered by Members in this case are whether the proposed changes would have an unacceptable impact on the site layout and amenity space, design/street scene issues, amenity implications, and parking and highways issues.
- 6.3 Principle of Development
 - 6.3.1 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 the National Planning Policy Framework.
 - 6.3.2 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 86sq.m for a 3-bed 5-person dwelling. The proposed dwellings have a minimum internal floor space of 87.5sq.m which is in line with the recommended guidance and considered acceptable.

6.3.3 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.

6.4 Site Layout / Amenity Space

6.4.1 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.

6.4.2 Each dwelling has a private area of amenity space provided to the side/ rear of the dwellings. Plot 1 has an amenity space covering 101.2 square metres, plot 2 an amenity area of 93.2 square metres, plot 3 an amenity area of 100.0 square metres, plot 4 an amenity area of 71.1 square metres and plot 5 an amenity area of 49.5 square metres. The amenity spaces are directly accessible from the living rooms of all dwellings, and are provided in single enclosed blocks. In all, they are considered to accord with the SPD for residential design.

6.4.3 Although the proposed addition of a pathway to the rear gardens of plot 4 and 5 would result in a reduction in amenity space, 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 area of the new dwellings would comply with the requirements of the Residential Design SPD and is acceptable in this instance.

6.4.4 The residential density range for this site is 30 - 50 units per hectare. The proposal would result in a density of approximately 38 units per hectare. The density is in line with the recommended range it is considered acceptable.

6.4.5 There are no longer prescribed back to back distances between properties. However, plot 3, 4 and 5 would have a back to back distance of approximately 20m to the nearest residential property at No. 5 Valiant Close. To the east there would be a side to rear separation distance of approximately 14m to the rear of No. 25 Victory Way. The amenity space provided for Plot 2 would border No. 12 Rodney Way with a separation distance of 5.7m between dwellings. Plot 1 would have a separation distance of 13.4m between this dwelling and that of No.14 Rodney Way.

The orientation of these dwellings are so that they face onto their respective rear gardens and onto the shared parking court. In all, the layout of the dwellings is considered acceptable and would acceptably integrate into the locality.

6.4.6 The proposed increase in footprint to the semi-detached pair of dwellings is not considered to result in an unacceptable impact on the density or overall layout as there would remain sufficient distances between the proposed dwelling and its boundaries.

6.5 Impact on Local Character and Street Scene

6.5.1 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.

6.5.2 The surrounding area has no prevailing architectural style, but there is an established pattern of development with defined building frontages and heights, two storeys with pitched roofs. The proposed dwellings would be set behind the frontage properties of Victory Way and would not be visible as part of this streetscene due to their set back location. The semi-detached pair would be visible from Rodney Way, however any potential impact is considered acceptable given the 20m setback and matching design features to that of properties along Rodney Way

6.5.3 In terms of its design and visual appearance, Staff are of the opinion that the development of the proposed semi-detached and terraced dwellings in this location would have an acceptable appearance with no harmful impact to the character and appearance of the surrounding area. In light of sufficient separation distances between the proposed dwellings 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.

6.5.4 The proposed dormer windows would be visible from Rodney Way. The proposed windows are not considered to have an unacceptable impact on the streetscene as they are of modest width and height and meet the design criteria for front dormer windows. The increase in roof height of 150-200mm is considered minor and acceptable as the semi-detached pair would be set back from Rodney Way and would only have a limited visual impact on the streetscene.

6.6 Impact on Amenity

- 6.6.1 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.
- 6.6.2 The semi-detached pair of dwellings is situated approximately 3.2m from the common boundary of the nearest dwelling at No. 12 Rodney Way resulting in a separation distance of approximately 5.7m between the semi-detached pair and this dwelling. Although the rear building line of the proposed dwellings would be set further back than that of this neighbour, the separation distance and angle of the proposed semi-detached pair of dwellings would mitigate any potential impact. The increase in depth would also be mitigated by the separation depth and the angle in relation to neighbouring properties and is not considered to result in an unacceptable impact on neighbouring amenity. A condition would be imposed on the flank windows proposed at first floor to have these bathroom windows obscure glazed and fixed shut. Any potential overlooking from the ground floor flank window would be mitigated by a high timber fence. To the north, east and south a sufficient distance remain between the proposed semi-detached pair so as to not result in a harmful impact on the amenity of these properties. The only first floor flank windows would be that to bathrooms and would be conditioned to be obscure glazed.
- 6.6.3 The current proposal is introducing dormer windows to the northwest roofslope. Staff do not consider these windows to result in an unacceptable impact in terms of overlooking as the angle of the semi-detached pair in relation to the dwelling at No. 12 Rodney Way would mitigate any overlooking. Also, it should be noted that windows at first floor were previously approved to the north-western elevation. The proposed windows in the loft would therefore have a negligible impact over and above the scheme approved under P0928.12. The increase in roof height of approximately 150-200mm is also not considered to result in an unacceptable impact on neighbouring amenity as the new development is sufficiently set off the boundaries with the neighbouring properties.
- 6.6.4 The proposed terraced properties would have a back to back distance of approximately 20m to the nearest residential property at No. 5 Valiant Close. To the east there would be a side to rear separation distance of approximately 14m to the rear of No. 25 Victory Way. Staff consider the separation distances to be sufficient not to cause detrimental harm to neighbouring amenity. No. 5 Valiant Close is also situated at an angle to the terraced properties and would limit any direct overlooking to the rear windows. The flank windows at first floor serving bathrooms would be conditioned to be obscure glazed to limit any potential for overlooking.
- 6.6.4 Overall, no harmful levels of overshadowing or overlooking are considered to occur as a result of the proposed semi-detached and terraced dwellings.
- 6.6.5 In terms of vehicular activity and the proposed parking arrangement, Staff are of the opinion that 5 x 3-bed dwellings would not give rise to a significant

increase in the level of vehicular activity over and above that which was previously experienced as a result of the garages that were on the site before.

- 6.6.6 In terms of general noise and disturbance, it is not considered that the addition of 5 x 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.
- 6.6.7 It should however be noted that although Staff consider the proposal to be acceptable in its current form, given the size of the proposed residential 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.
- 6.6.8 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.

6.7 Highways / Parking Issues

- 6.7.1 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 10 x No. parking spaces. 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.
- 6.7.2 The site is currently vacant and there is therefore no need to displace garage tenants to another garage site.
- 6.7.3 A condition would be added to provide storage for 1 x no. cycle space per dwelling in order to comply with the Council's standards.
- 6.7.4 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.
- 6.7.5 The proposed access has a width of approximately 3.9m. Although the narrow width would only allow one vehicle to enter or exit at any given time, Staff do not consider this to be sufficient reason to refuse the scheme given that the same scenario existed for the former garage site.

6.8 The Mayor's Community Infrastructure Levy

6.7.1 The proposed development is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3 as there are no structures currently on site. The applicable fee is based on a combined internal gross floor area for the five dwellings of 529.7m² and amounts to £10594.

6.8. Planning Obligations

6.8.1 In accordance with the Draft Planning Obligations Supplementary Planning Document a financial contribution of £6,000 per dwelling to be used towards infrastructure costs arising from the new development is required. This should be secured through a S106 Agreement for the amount of £30,000.

6.9 Other Issues

6.9.1 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. A bin collection point would be provided within the access road approximately 20m from Victory Way and 14.5m from the front of the proposed semi-detached pair.

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:

Legal resources will be required to prepare and complete the legal agreement.

Human Resources implications and risks:

None.

Equalities implications and risks:

BACKGROUND PAPERS

Application forms and plans received on 26th July 2012.