



REGULATORY SERVICES COMMITTEE

12 September 2013

REPORT

Subject Heading:

P0038.13 – 34 Maygreen Crescent,
Hornchurch – Demolition of pram sheds,
external alterations, external ramp and
conversion of existing bedsit to create 1
No. 2 bedroom flat for wheelchair use
(received 5 February 2013)

Report Author and contact details:

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Policy context:

Local Development Framework
The London Plan
National Planning Policy Framework

Financial summary:

None

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

Clean, safe and green borough	<input type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report concerns an application for the conversion of the existing bedsit and pram store at 34 Maygreen Crescent into a two-bedroom flat with external alterations including external ramp. Staff consider that the proposal would accord with environmental and highways policies contained in the Local Development Framework Core Strategy and Development Control Policies Development Plan Document and it is therefore recommended that planning permission be granted subject to conditions.

This application is brought before the Committee because the site comprises Council owned land.

RECOMMENDATIONS

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 Act 1990.

2. *External materials* – Unless otherwise agreed in writing by the Local Planning Authority, external alterations to the building shall be carried out in materials to match those in the existing building.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area.

3. *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.

4. *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.

5. *Sound insulation* - The building shall be so constructed as to provide sound insulation of 45 DnT,w + Ctr dB (minimal value) against airborne external noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning & Noise" 1994.

6. *Construction works/delivery times* - 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 Policy DC61 of the LDF Core Strategy and Development Control Policies DPD.

INFORMATIVES

1. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.
2. Mayoral CIL

Given that the proposal is effectively the extension of an existing residential unit of less than 100 sq.m, the proposal is not liable for the Mayor of London Community Infrastructure Levy (CIL).

REPORT DETAIL

1. Site Description

- 1.1 The application site comprises a bedsit and pram stores at 34 Maygreen Crescent on the ground floor of an up to 5-storey flatted block. Maygreen Crescent is within Council ownership. To the front facing into the courtyard

is a grassed area and parking is provided in marked spaces on the opposite side of the roadway.

- 1.2 Apart from the flats at Maygreen Crescent, the area is mixed with commercial development including Tesco to the west and residential to the east and south with an open area to the north.

2. **Description of Proposal**

- 2.1 The proposal is for the conversion of the bed sit and adjoining pram store into a two-bedroom flat with external alterations to provide windows/doors and an external ramp with handrails for a wheelchair user. The proposed flat would have a gross internal floor area of 75 sq.m. There would be a ramp provided to the front onto the courtyard area.
- 2.2 The details submitted show that a new store building, with similar-sized individual storage spaces to the existing pram store, would be located within the courtyard area. For clarity this store building does not require planning permission as it meets the criteria for works undertaken by a statutory undertaker within permitted development allowances.

3. **History**

- 3.1 None relevant.

4. **Consultation/Representations**

- 4.1 44 neighbouring occupiers were notified of the proposal. Two objections (one signed by three other residents) have been received indicating that the pram store is currently in use and that alternative storage will need to be offered should the application be approved.
- 4.2 The London Fire and Emergency Planning Authority have written indicating that they are satisfied with the proposal.
- 4.3 The Metropolitan Police Crime Prevention Design Advisor (CPDA) has written advising that there are no crime prevention or public safety issues arising from the proposal.

5. **Relevant Policies**

5.1 LDF Core Strategy and Development Control Policies Development Plan Document

CP1 – Housing Supply
CP2 – Sustainable Communities
CP17 – Design
DC2 – Housing Mix and Density
DC3 – Housing Design and Layout
DC4 – Conversions to residential and subdivision of residential uses
DC6 – Affordable housing
DC7 – Lifetime and Wheelchair housing
DC11 – Non-designated sites
DC33 – Car parking
DC35 - Cycling
DC61 – Urban design
DC63 – Delivering safer places
DC72 – Planning Obligations
Supplementary Planning Document (SPD) for Residential Design
Draft Planning Obligations Supplementary Planning Document

5.2 The London Plan

3.3 – Increasing housing supply
3.4 – Optimising housing potential
3.5 – Quality and design of housing developments
3.8 – Housing choice
6.13 – Parking
7.13 – Safety, security and resilience to emergency
7.4 – Local character
8.3 – Planning obligations

5.3 National Planning Policy Framework

Chapter 6 - Delivering a wide choice of high quality homes
Chapter 7 - Requiring good design

6. **Staff Comments:**

6.1 The issues in this case are the principle of development, density/site layout, impact in the streetscene, residential amenity, parking/highways, crime prevention/community safety and infrastructure.

6.2 *Principle of development*

6.2.1 The proposal is for the conversion of the pram store and adjoining bed-sit into a 2-bedroom flat for a wheelchair user. Staff consider that this would provide additional housing and that there is no objection in principle to the loss of the pram store which is no longer required or used. The conversion/extension would accord with both the need for more wheelchair

housing and the need to provide affordable units in accordance with Policies CP1, DC2, DC6 and DC7.

6.2.2 Staff consider that the proposed additional residential unit in this existing residential building would be acceptable in principle, subject to its impact being within acceptable limits.

6.3 *Density and site layout*

6.3.1 The existing flatted block is of a high density compared with surrounding development in the area. The proposal would add additional space to an existing unit which would not change the density of units on the site although it would increase the number of habitable rooms per hectare, but this in itself is not considered to be a justifiable reason for refusal if the proposal is considered acceptable in all other respects.

6.3.2 The proposal would provide a two-bed flat in an existing flatted block. In line with The London Plan Table 3.3 which indicates a minimum size for a 2-bed, 3 person being 61 sq.m, the proposed flat would exceed this at 75 sq.m. It is therefore considered that the accommodation would be of a suitable size for living in.

6.3.3 There is no specific private amenity space proposed to be provided for the proposed flat. Nonetheless, the block has communal amenity areas which would also be available to occupiers of the unit. The main outlook from the front of the proposed flat would be to the grassed area in the front courtyard (although it has been indicated that this area is to be the proposed location for the replacement storage shed). The outlook from the rear windows is onto a landscaped area in advance of the roadway. It is considered that the flat would receive adequate levels of light and would be of an acceptable quality.

6.4 *Design/Impact on Streetscene/rear garden environment*

6.4.1 The only external alterations would be removal of window openings, new window/door openings and the raised and ramped access to define the entrance route. All these would match existing materials. While the ramp would be to the front, this faces into an enclosed courtyard and Staff consider that there would be no adverse impact on visual amenity in the streetscene.

6.5 *Impact on Residential Amenity*

6.5.1 The nearest residential properties are those within the existing building. The extended flat would adjoin units within the existing block and suitable sound insulation would be required for the converted pram-store section secured through a suitable condition. New doors/windows would be to the ground floor such that no overlooking issues would arise. Staff therefore consider that there would be no adverse impact on existing residential amenity from the proposed flat.

6.5.2 Residents have raised the fact that they currently use some of the pram storage available. Whilst the proposed storage building falls within permitted development allowances and does not form part of the current application, this would replace the existing storage space.

6.6 *Highway/Parking*

6.6.1 No additional parking would be provided in relation to the effectively extended existing bedsit unit. While the general requirement in this area is for 1.5-2 parking spaces per unit, the proposal is for a two-bed flat and there is existing communal parking provided. There are no highways objections to this scheme.

6.7 *Crime Prevention/Community Safety*

6.7.1 Ground floor flatted units are more vulnerable to crime and anti-social behaviour. The Police CPDA has not raised any objections to the scheme and the proposed flat is considered acceptable in terms of crime prevention measures.

6.8 *Infrastructure Requirements*

6.8.1 In accordance with the Planning Obligations Supplementary Planning Document, a contribution is required where there is a net gain in residential units. In this case the proposal is effectively an extension to the existing bedsit and a contribution is not required.

6.9 *The Mayor's Community Infrastructure Levy*

6.9.1 The CIL Regulations require CIL to be paid where a new dwelling is formed by way of change of use (rather than conversion). The pram shed is partly in use, nonetheless the proposed unit forms an extension of an existing unit into an ancillary storage space and is for less than 100 sqm. It is not considered that a CIL payment is required in this case.

7. **Conclusions**

7.1 Staff consider that the proposal would be acceptable in principle and, would not have an adverse impact on visual or residential amenity, that it would be acceptable on other grounds and would be in accordance with policies contained in the LDF.

IMPLICATIONS AND RISKS

8. **Financial Implications and risks:**

8.1 None

9. **Legal Implications and risks:**

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

10. **Human Resource Implications:**

10.1 None

11. **Equalities and Social Inclusion Implications:**

11.1 The proposal would provide an enlarged wheelchair accessible affordable housing unit to the benefit of those unable to secure specialist accommodation at market rates.

BACKGROUND PAPERS

1. The planning application as submitted or subsequently revised including all forms and plans.
2. The case sheet and examination sheet.
3. Ordnance survey extract showing site and surroundings.
4. Standard Planning Conditions and Standard Green Belt reason for refusal.
5. Relevant details of Listed Buildings, Conservation Areas, Article 4 Directions.
6. Copy of all consultations/representations received and correspondence, including other Council Directorates and Statutory Consultees.
7. The relevant planning history.