Planning, Design & Access Statement

Demolition of existing garage structure

and erection of a 1-bed detached dwelling

to Land adjacent to **48 Betterton Road Rainham RM13 8NB**. The submission follows the recent refusal of REF: P0498.25 which was refused for the three reasons set out below:

1. The proposed new bungalow by virtue of its scale, size, mass and siting, would appear incongruous and cramped within the plot, out of character with the established scale and rhythm of the dwellings dominating the street scene of Betterton Road, detrimental to the character and appearance of the street scene and surrounding area contrary to the NPPF, Policy 26 of the Havering Local Plan, and Policies D1 and D4 of the London Plan.

2. The proposed new bungalow would, by virtue of its siting and orientation lead to an overbearing outlook and inadequate access to natural light for the habitable room facing the north, resulting in a significant sense of enclosure for the future occupiers, contrary to the NPPF and Policy 7 of the Havering Local Plan.

3. The proposed vehicle access to the off-street parking spaces would not be feasible due to the existing utility box outside the application site, therefore the scheme fails to guarantee adequate parking provisions for the existing 3bed bungalow, contrary to Policy 24 of the Havering Local Plan and Policy T6 of the London Plan.



The site is pictured above.

The proposal matches other existing properties within the local vicinity, these are detailed later in the report.

The subject site in fact already enjoys a drop kerb that would front the proposed dwelling. It is considered the dwelling would be M4(2) Compliant and would help the council meet housing targets.

Several properties appear to be split in a similar manner with the proposed garden area continuing the rear boundary line. The rear garden plot would be easily manageable by the new occupants; a landscaping scheme can be provided on request.

It is considered that reason 01 has been addressed given the flank wall no longer abuts the southern boundary. The spacing between each of the adjacent buildings provide secure pedestrian access to either side of the proposed dwelling. PR.01 demonstrates a total gap of 1.2m between No.48 and the proposed bungalow.

It is acknowledged there are side facing windows to No.48, following the refurbishment works the habitable rooms have been relocated to the new loft. The current windows currently serve non-habitable rooms. Given the low height of the building overall, it is considered daylight would anyway not be affected to No.48 – a day/sunlight report can be provided on request although it was concluded in the officer's report the '*size is not considered to result in harmful shading, loss of sun/daylight and an overbearing impact to the neighbouring occupants.*'

Regarding reason 02, the submitted set of plans no longer has any side facing windows serving a habitable room other than the bathroom which is obscured and above 1.7m therefore this has been overcome.

As the dwelling is set in from all boundaries it would no longer appear cramped within the constraints of the plot in line with the urban design officer's comments. Following a recent review of the local character of Betterton Road it can be claimed that there is a wide variation of properties along the street and in fact the wider area. Buildings range from single to double storey with no consistency. The street scene overall has no established scale nor rhythm.

Images of a recent site visit demonstrate this claim. This can be further supported on street/aerial view. The aerial view on the following page identifies several similarly scaled dwellings in the surrounding area.

Regarding reason 03 it is unclear why this was a reason for refusal considering a parking survey was provided which concluded there was substantial on-street parking availability within the local area. In line with Policy T6 of the London Plan an EV charger can be installed on site.

Policy 24 of the Havering Local Plan would be engaged where it was noted by officers parking provision should be provided for both the subject site and the donor property unless it was robustly demonstrated there is no need for the space. Given the fact land registry shows the site as subdivided the loss has occurred when it was sold therefore the application cannot result in the net loss of an off-street car parking space. The donor property and the site has currently been in operation to the extent it no longer relies on the adjacent land, the attached parking survey demonstrates there is plenty of parking available with no detrimental impacts on highway safety. The donor property in fact can carry out a drop-kerb application at any time.



Streetscene views on Betterton Road













Figure 1



Figure 2



Figure 3 – No gap



Figure 4



Figure 5 – Similar relationship to No 48



Figure 6



Figure 7 - Similar relationship to No 48