



REGULATORY SERVICES COMMITTEE

24 April 2014

REPORT

Subject Heading:

**P1540.13: 230-236 Hornchurch Road,
Hornchurch**

Change of use of existing A2 Office Use Class to C3 Residential Use Class, by internal reconfiguration of existing accommodation, the addition of first floor over part of ground floor at rear, and a two storey extension along Purbeck Road, to provide nine flats over two storeys. Reconfiguration of existing car park to provide communal amenity space, parking and refuse area. (Application received 20 December 2013)

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Policy context:

**Local Development Framework
London Plan, Planning Policy
Statements/Guidance Notes**

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 checked="" type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input checked="" 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

The proposal is for the change of use of existing A2 Offices to C3 Residential, through the internal reconfiguration of existing building at ground floor, the addition of first floor extensions over part of the ground floor at the rear and a two storey extension along the frontage to Purbeck Road.

The proposal will create 9no. units consisting of 6no. one-bedroom and 3no. two-bedroom flats.

The existing rear car park and servicing area will be reconfigured to provide communal amenity space, car parking provision, cycle storage and a refuse area.

Planning permission was refused in September 2013 for a scheme to convert and extend the premises to create 9no. flats and an A2 office unit. This was due to reasons relating to the impact on the street scene, internal and external layout and amenity.

Following this refusal decision the scheme has been amended considerably, reducing the size of the extension, removing the office unit and reconfiguring the car park and amenity area. It is considered that the previous reasons for refusal have been addressed.

The proposal is considered to be acceptable in all material respects and it is recommended that planning permission is granted 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 would be £1,618, subject to indexation. This is based on the creation of 80.9 Square metres of new gross internal floor space.

That the proposal is unacceptable as it stands but would be acceptable subject 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 £54,000 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.
- 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.
- Payment of the appropriate planning obligations/ 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 that the Committee delegate authority to the Head of Development and Building Control to 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 Act 1990.

2. In Accordance with Plans

The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans detailed on page 1 of the decision notice approved by the Local Planning Authority.

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.

3. Parking Provision

Before any of the flats hereby permitted are first occupied, the car park to the rear shall be laid out to the full satisfaction of the Local Planning Authority and be made available for 12 no. car parking spaces and thereafter this car parking provision shall remain permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety, and that the development accords with the Development Control Policies Development Plan Document Policy DC33.

4. Matching Materials

All new external finishes shall be carried out in materials to match those of the existing building(s) and samples of the materials to be used shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of any of the works hereby permitted.

Reason: To safeguard the appearance of the premises and the character of the immediate area, and that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC54.

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. Refuse and Recycling

Prior to the first occupation of the development hereby permitted, the proposed provision shall be made available for the storage of refuse and recycling awaiting collection and permanently retained thereafter.

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 Development Control Policies Development Plan Document Policy DC61.

7. Secure by Design

Prior to the commencement of the development hereby approved a full and detailed application for the Secured by Design award scheme shall be submitted to the Local Planning Authority, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers (DOCOs), the development shall be carried out in accordance with the agreed details.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 Design and DC63 Delivering Safer Places of the LBH LDF.

8. Cycle Storage

Prior to the first occupation of the development hereby permitted, the proposed cycle storage provision shall be made available 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. Balcony Restriction

The remainder of the flat roof area not specifically indicated for use as the balcony/roof terrace hereby permitted on the approved plan shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific permission from the Local Planning Authority.

Reason: In the interests of the amenity of the occupiers of neighbouring dwelling, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

10. Balcony Screening Panel

Prior to occupation a partition screening panel shall be installed on the roof terrace associated with flat 5, adjacent to the boundary with 238 Hornchurch Road in accordance with details previously submitted to and agreed by the Local Planning Authority. Following installation, the screening panel shall remain in place permanently.

Reason: In the interests of the amenity of the occupiers of neighbouring dwelling, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

11. The buildings shall be 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 & Noise

12. All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason: To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

13. No development shall take place until a scheme for external lighting has been submitted to and approved in writing by the Local Planning Authority. The approved scheme of lighting shall include the low level lighting of the access road and details of continuing maintenance. The approved scheme shall be implemented in full prior to commencement of the development hereby approved and permanently maintained in accordance with the approved scheme.

Reason: In the interests of security and residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policies DC61 and DC63.

INFORMATIVESa

1. 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: 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.
3. In aiming to satisfy condition 7 the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s).
4. 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 £1618.00(subject to indexation). 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 and you are required to notify the Council of the commencement of the development before works begin. Further details with regard to CIL are available from the Council's website.

5. 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.

REPORT DETAIL

1. Site Description

- 1.1 The application relates to the ground and first floors of 230-236 Hornchurch Road. This is a two-storey property and forms the eastern end of a row of 8no. terrace properties, with a mixture of two-storey dwellings and units with commercial at ground floor and residential at first floor level. There is a rear servicing access which also provides parking for vehicles associated with the premises.
- 1.2 The site is located within an area of mixed residential and commercial uses. To the east, the adjacent cluster of commercial properties forms a Minor Local Centre.

2. Description of Proposal

- 2.1 The application comprises the change of use of existing A2 Offices to C3 Residential, through the internal reconfiguration of existing building at ground floor, the addition of first floor extensions over part of the ground floor at the rear and a two storey extension along the frontage to Purbeck Road.
- 2.2 The proposal will create 9no. units consisting of 6no. one-bedroom and 3no. two-bedroom flats.
- 2.3 The existing rear car park and servicing area will be reconfigured, with the demolition of the rear detached garage structure, creating additional space to allow for the creation of a communal amenity area of approximately 100

square metres, car parking provision for 12no. vehicles, cycle storage and a refuse storage area.

- 2.4 The proposed two storey rear extension will project 3.37 metres from the main rear elevation extending the building frontage along Purbeck Road. This section of the extension will incorporate a hipped roof design and will continue the eaves and roof profile of the existing building.
- 2.5 The proposed first floor extension will project 2.87 metres from the main rear elevation above the existing single storey flat roof elements. The extension will be set in 5.79 metres from the boundary with No.238 Hornchurch Road and will include a 0.28 metre step down over two sections matching the level changes of the existing building. The remainder of the flat roof area will be partitioned and utilised as separate private outdoor terrace areas for 3no. of the first floor flats.
- 2.6 The existing rear dormer will be re-configured and an additional flat roof dormer will be constructed on the adjacent roof elevation serving the converted attic space of flats 6 and 7.

3. Relevant History

- 3.1 P0422.13 - Extension of accommodation by the addition of first floor - Refused

4. Consultations/Representations

- 4.1 Neighbour notification letters were sent to 61 properties. 4 representations were received as a result of the consultation raising the following issues:
- The development will result in overlooking and loss of privacy.
 - The proposal will create additional on-street parking problems which could cause an obstruction to emergency vehicles.
 - The proposed extensions will result in a loss of light and overshadowing.
- 4.2 Thames Water have recommended informatives relating to waste water, surface water drainage and water to be included in any approval notice.
- 4.3 The London Fire and Emergency Planning Authority have raised no objections.
- 4.4 The Metropolitan Police - following amendments to the scheme, the Designing Out Crime Officer is satisfied that the proposal meets secure by design principles and has requested the inclusion of a secure by design condition and informative are included in any approval notice.
- 4.5 The Council's Highway Authority has raised no objections to the proposal.

5. Background

- 5.1 Planning permission was refused in September 2013 for a scheme involving the extension of the accommodation by the addition of first floor over existing ground floor at the rear and the erection of a two storey wing to Purbeck Road elevation over part of the existing car park and the conversion of the existing loft space as habitable space. The proposal included the change of use from an existing A2 Office use class to 1no. A2 and nine number flats.
- 5.2 The proposal was considered to be unacceptable and planning permission was refused citing a range of concerns relating to the design, scale, internal and external layout and impact on neighbouring amenity. The refusal reasons can be summarised as follows:
- Undue impact on the streetscene due to the scale, bulk and positioning of the extensions,
 - Substandard internal layout with insufficient sound proofing measures between bedrooms and living rooms of neighbouring flats,
 - An unsuitable external layout – lack of defensible space to rear ground floor windows and unsatisfactory relationship between the building and car park leading to overlooking and loss of privacy,
 - Inadequate provisions of amenity space leading to resulting in a cramped overdevelopment of the site.
 - Loss of sunlight and daylight due to the proximity to the neighbouring properties.
- 5.3 The current proposal has been amended and revised in light of the previous refusal reasons and considerable measures have been taken to address the previous concerns and issues.

6. Staff Comments

- 6.1 The main considerations relate to the impact on the character and appearance of the street scene, the implications for the residential amenity of occupants of nearby houses and the suitability of the proposed parking and access arrangements.
- 6.2 Policies CP1 (Housing Supply) CP17 (Design), DC2 (Housing Mix and Density), and DC63 (Delivering Safer Places) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document we considered to be relevant.
- 6.3.1 Other relevant documents include the Residential Design SPD, Sustainable Design and Construction SPD and the Planning Obligations SPD.
- 6.4 Policies 7.4 (Local Character) of the London Plan (2011) and the National Planning Policy Framework (NPPF) are also relevant.

7. Principle of Development

- 7.1 The NPPF and Policy CP1 support the increase in the supply of housing in existing urban areas where development is sustainable.
- 7.2 The proposal is for the redevelopment of a commercial site to provide residential accommodation in a location which is not designated as employment area within the Development Plan. This is in accordance with Policy DC11, which states amongst other things, that outside of the designated employment areas the Council will support the redevelopment of commercial sites for housing when they become available for development. Therefore the proposed change of use is considered to be acceptable in principle.

8. Density/ Layout

- 8.1 Policy DC2 of the LDF provides guidance in relation to the dwelling mix within residential developments. Policy DC61 states that planning permission will not be granted for proposals that would significantly diminish local and residential amenity.
- 8.2 The development involves the conversion and extension of a two storey building to provide a block of one and two bedroom flats. This complies with the aims of Policy DC2 in respect of dwelling mix and density.
- 8.3 Policy 3.5 of the London Plan advises that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. To this end Policy 3.5 requires that new residential development conform to minimum internal space standards set out in the London Plan.
- 8.4 The proposal would provide 9no. flats consisting of 6no one-bedroom and 3no. two-bedroom units at a density equivalent to around 75 units per hectare.
- 8.5 The London Plan sets out minimum space standards for one-bedroom flats at 50 square metres and two bedroom flats at 61 square metres. The proposal will provide units with varying floor space sizes all of which exceed the respective minimum standards. Given this factor it is considered that the proposed flats would be of an acceptable size for day to day living.
- 8.6 In comparison to the previously refused scheme the internal layout has been reconfigured with bedrooms and living areas of adjacent flats now sharing partition walls in the interests of the residential amenity of each unit. The current internal arrangement therefore presents a much more satisfactory layout than the refused scheme and overcomes previous concerns.
- 8.7 The car parking provision will provide 12no. spaces making use of the existing car park cross over. The layout of the car park will see a continuation of the current arrangements where by cars part at a

perpendicular angle to the boundary fence with 1a Purbeck Road. With the removal of the detached garage structure this parking arrangement will continue to the footway with Purbeck Road, changing the orientation of the parking bays which currently run parallel to the fence line, at the rear of the detached garage. Given the existing parking arrangements, staff do not consider that the revised layout will not adversely impact on 1a Purbeck Road.

- 8.8 The Residential Design SPD states that private amenity space should be provided in single, usable, enclosed blocks which benefit from both natural sunlight and shading. An area of approximately 100 square metres to the west of the car park will be landscaped and set out as communal shared amenity space. Each of the 4no. ground floor flats will include private external amenity areas with access from the living rooms and bedrooms. These amenity areas will include hedging and fencing offering an extra degree of privacy and security. At first floor level flats 5, 6 and 9 will be served by private external roof terraces, again accessed from the living room. Flats 7 and 8 will not benefit from an area of private amenity space associated with the apartment, but given the proposed shared amenity area to the rear, occupants of these flats will have access to a reasonable provision of outdoor amenity space.
- 8.9 Given the reduction to the proposed two storey extension the current scheme presents a more spacious and less cramped development of the site. The proposal allows for the provision of a large communal amenity area resulting in the rear of the development being more open and spacious in comparison to the previous scheme. It is therefore considered that the revised scheme has suitably addressed the refusal reason relating to the lack of amenity space and the proposed development will serve to enhance the living conditions of future occupants to a much greater extent than the previous scheme.
- 8.10 The rear outlook from the bedrooms of flat 2 will be limited in comparison to the other units due to the close proximity to the car park. However, this flat is dual aspect with unobstructed outlook to the front over Hornchurch Road. The buffer of external amenity space to the rear will offer some screening and retain a good degree of privacy and security.
- 8.11 In terms of overcoming the previous refusal reason relating to the layout of the scheme, the proposed development has been amended considerably and greater consideration has been given to demonstrate defensible space to the rear of each ground floor flat. A greater amount of separation and a clearer distinction between the private amenity space for each to the dwellings and the rear car park is apparent in the revised scheme. It is therefore considered that the current scheme has suitably addressed the previous concerns.
- 8.12 It is considered that the proposed amenity space would be of a suitable form and size and would therefore result in acceptable living conditions for future occupants. All of the proposed dwellings would have adequate access to

sunlight and daylight. Therefore the general site layout is considered to be in accordance with policy DC61.

9. Design/Impact on Street/Garden Scene

- 9.1 Policy DC61 states that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context.
- 9.2 The application site occupies a prominent location on the junction of Hornchurch Road and Purbeck Road.
- 9.3 Minor alterations to domesticate the appearance of the front elevations of the existing ground floor commercial units and the addition of external amenity space and planting will serve to soften the building frontage. It is considered that these measures will improve the visual appearance of the building and enhance the character and appearance of this section of Hornchurch Road.
- 9.4 The proposed two storey rear extension will project 3.37 metres from the main rear elevation along the frontage to Purbeck Road. The extension will incorporate a hipped roof design and will continue the eaves and roof profile of the existing building, allowing the development to harmonise well with its surroundings and within the street scene. Given the projection and the matching design features the rear extension will form a relatively subordinate addition to the building in terms of its scale and will serve to maintain the character and appearance of the street scene.
- 9.5 The proposed first floor extension and roof terrace areas will be set back within the existing bulk and mass of the building. The existing flank elevation to Purbeck Road and the proposed two storey extension will allow for some screening of first floor extension and terrace areas from Purbeck Road. Overall this section of the development will form a minimal impact on the street scene and will serve to maintain the character of the surrounding area.
- 9.6 The proposed rear dormer will match the size, scale and appearance of the adjacent existing dormer. The dormer height will be set below the main roof ridge height, with roof tiles visible to the sides and above the eaves minimising the visual dominance of the structure. As such it will not be visible from Hornchurch Road. It is not considered that the dormer will create any undue impact on the character and appearance of the street scene.
- 9.7 The proposed installation of 4no. roof lights to the front roof elevation will result in a minor addition to the appearance of the building with no detriment to the streetscene.
- 9.8 The previous scheme was refused due to dominant and visually intrusive features relating to the impact of the two storey extension, the first floor

extension and dormers. The current proposal has significantly reduced the size and scale of the extensions and revised the design and appearance of the rear dormers to a more appropriate scale, more subservient to the bulk of the original building and respectful of the architectural style. It is now considered that the revisions to the proposed extensions have addressed the previous refusal reason to a satisfactory extent.

- 9.9 Overall, it is not considered that the combination of extensions and alterations of the building will result in any undue impact on the appearance of the street scene and will serve to maintain and enhance the character of the local area.

10. Impact on Amenity

- 10.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties and should not have an unreasonably adverse effect on sunlight and daylight to adjoining properties..
- 10.2 The main consideration in terms of residential amenity relates to the impact on the occupants of 1a Purbeck Road and 238 Hornchurch Road.
- 10.3 The first floor extension will be set in some 5.79 metres from the boundary with No.238 Hornchurch Road with the proposed first floor terrace for flat 5 occupying the residual existing flat roof area of the rear extension which adjoins the common boundary with this neighbour. The terrace will not cover the entire available roof area. In the interests of preserving privacy the terrace will be set in from the boundary by 2.87 metres and will include side partition screening to prevent overlooking into the rear garden of No.238.
- 10.4 A contributory factor relating to the previous refusal was the loss of sunlight and daylight to the occupants of No.238 due to the positioning of the first floor extension. It was proposed that the first floor rear extension covered the whole of the ground floor extensions right up to the boundary with No.238. The current proposal shows this section of the development has been reduced considerably and to a less bulky and intrusive feature, set in from the boundary by 5.79 metres. In terms of the impact on the amenity of the occupants of No.238 staff consider that the revised scheme has adequately addressed the previous refusal reason.
- 10.5 The proposed two storey extension will project to within approximately 18 metres from the side elevation of No.1a Purbeck Road. The side elevation of No.1a includes 2no. upper floor windows one of which is obscure glazed and the other a mid-level landing area - neither of which serve a habitable room. The windows at ground floor level in the side elevation of 1a Purbeck Road include a small single pane obscure glazed window and a secondary window to the habitable room in the rear section of the house.
- 10.6 The ground level between the application site and No.1a Purbeck Road increases slightly in gradient and it is considered that the 18 metre distance

between the proposed development and the rear garden of the existing dwelling would be sufficient to maintain suitable standards of privacy and outlook for the occupants of both the existing house and those in the proposed flats.

- 10.7 The proposed rear windows of the first floor rear extension and rear dormers would not result in a materially greater level of overlooking than currently experienced.
- 10.8 On balance, it is considered that the proposed extensions would not harm the amenities of neighbouring properties and would provide acceptable living conditions for the future occupants. The proposal is therefore in accordance with Policy DC61 and the intentions of the NPPF.

11. Parking and Highway Issues

- 11.1 LDF Policy DC2 requires residential development in this location to have 1.5-1 spaces per dwelling. 12no. car parking spaces including 1no. disabled parking space are proposed through the revised layout of the existing rear car park area to the north of the site. This equates to 1no. parking space per bedroom. The car park will be accessible from Purbeck Road and will serve the nine residential units.
- 11.2 Highways have no objection to the proposed location of the car parking provision and its access arrangements from Purbeck Road.
- 11.3 It is therefore considered that the proposal would not result in highway safety or parking issues.
- 11.4 The proposal includes secure storage provision for 12no. bicycles (1no. space per bedroom) in an accessible location with good surveillance adjacent to the shared amenity area at the rear of the development.
- 11.5 The proposal includes provision for an enclosed refuse store in the north of the rear car park adjacent to the boundary with 1a Purbeck Road. Boundary treatments in the form of fencing and planting will provide suitable screening.
- 11.5 Given that the length of the driveway is in excess of 25 metres future occupants of the proposed dwelling will be expected to transport refuse bags to the roadside at Cranham Road for collection.

12. Community Infrastructure Levy and Developer Contributions

- 12.1 The proposed development will create 9.no new residential units with 80.9 square metres of new gross internal floorspace. Therefore the proposal is liable for Mayoral CIL and will incur a charge of £1,618 based on the calculation of £20.00 per square metre.
- 12.2 Under the provisions of Policy DC72 of the LDF and the Planning Obligations SPD a payment of £6,000 should be made for each new

dwelling in respect of the infrastructure costs arising from the development. The proposal would therefore be subject to a legal agreement to provide a contribution of £54,000.

13. Conclusion

Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal would be acceptable.

Staff consider that the issues relating to the previous refusal reasons have been suitably addressed through the reduction to the size and scale of the extensions and by reconfiguring the internal and external layout.

Staff are of the view that due to the siting, scale and location the proposal would not be disproportionate or have a harmful impact on the character of the street scene or result in a loss of amenity to neighbouring occupiers. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be granted subject to conditions.

IMPLICATIONS AND RISKS

Financial implications and risks:

None.

Legal implications and risks:

Legal resources will be needed to draft the legal agreement.

Human Resources implications and risks:

None.

Equalities implications and risks:

None.

BACKGROUND PAPERS

Application form, drawings and supporting statement received on 18 December 2013, 20 December 2013 and 18 February 2014.