



REGULATORY SERVICES COMMITTEE

23 October 2014

REPORT

Subject Heading:

P0887.13 191-193 North Street
Romford

Demolition of shop and flat over,
construction of 7 new apartments with
associated parking. (application received
30.07.13, revised plans received 30.06.14
and 06.10.14)

Report Author and contact details:

Suzanne Terry 01708 4322755
Suzanne.terry@havering.gov.uk

Policy context:

Local Development Framework
Development Control Policies
Development Plan Document

National Planning Policy Framework
National Planning Policy Guidance
London Plan

Financial summary:

Not relevant

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

Ensuring a clean, safe and green borough	<input checked="" type="checkbox"/>
Championing education and learning for all	<input type="checkbox"/>
Providing economic, social and cultural activity in thriving towns and villages	<input checked="" type="checkbox"/>
Value and enhance the life of our residents	<input checked="" type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This application is for the demolition of an existing two-storey building currently in mixed-use for retail and residential and redevelopment for 7 flats. The building lies within a predominantly residential part of North Street but a number of properties include shops and other 'A' Class uses at ground floor level. Opposite the site is the North Street bus depot and to the rear is the Brooklands Industrial area. The application proposes seven flats over three floors with car parking and amenity area to the rear. The proposed building is of traditional design and of a scale similar to the existing building. The site lies in a mainly residential area where such redevelopment would be acceptable in principle. The main issues are the standard of accommodation that would be provided and the impact on the streetscene and character of the area. The scheme would result in some environmental improvements to the appearance of the site and provide additional dwellings to meet housing needs. On balance the scheme is considered to be acceptable and permission is recommended accordingly subject to the prior completion of a S106 obligation.

RECOMMENDATIONS

1. 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 £3620 subject to indexation. This is based on the creation of 457m² of new gross internal floor space (net increase of 181m²).

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

- A financial contribution of £36,000 to be used towards infrastructure costs in accordance with the Policy DC72 of the LDF Core Strategy and Development Control Policies Development Plan Document and the Planning Obligations Supplementary Planning Document.
- 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 associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

That the Head of Regulatory Services 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 (as set out on page one of this decision notice).

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. *Car parking* - No dwelling unit shall be occupied until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

Reason: To ensure that there are adequate parking facilities to serve the development in the interests of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC33.

4. *Materials* - The development hereby permitted shall not be commenced until samples of all materials to be used in the external construction of the buildings and hard landscaped areas have been submitted to and approved in writing by the Local Planning Authority. 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 in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

5. *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 submitted to and 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.

6. *Cycle storage* - Prior to completion of the development 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 and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC36.

7. *Secured by Design* - The development hereby permitted shall not be commenced until details of the measures to be incorporated into the development demonstrating how the principles and practices of the Secured by Design scheme have been included have been 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 the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 and DC63 of the LDF Development Control Policies Development Plan Document.

8. *External and internal lighting* - The development hereby permitted shall not be commenced until a scheme for the lighting of external areas of the development, including the site undercroft access, has been submitted to and approved in writing by the local planning authority. The scheme of lighting shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The approved scheme shall then be implemented in strict accordance with the agreed details prior to the first occupation of that phase of the development and retained thereafter.

Reason: In the interests of highway safety and amenity. Also in order that the development accords with Policies DC32 and DC61 of the LDF Development Control Policies Development Plan Document.

9. *Hours of construction* - 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.

10. *Wheel washing* - The development hereby permitted shall not be commenced until details of wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during the construction works has been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be permanently retained and used within the application site at relevant entrances to the site throughout the course of construction works.

Reason: In order to prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area.

11. *Construction methodology* - The development hereby permitted shall not be commenced until a scheme has been 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 that phase 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 authority; siting and design of temporary buildings;
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- h) 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 with the LDF Development Control Policies Development Plan Document Policy DC61.

12. *Landscaping* - No works shall take place in relation to any of the development hereby approved until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include: i) 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, and ii) planting and turfing within the rear communal amenity area, including privacy screening for the private amenity area of the ground floor flat adjacent to Brooklands approach. 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.

13. *Obscure-glazing* - The proposed first floor balconies to the rear of the development as shown on the approved *First Floor and Second Floor Plans*, shall be provided with screening panels along their north edge which are a minimum of 1.7 metre high and which shall be permanently glazed with obscure glass to a glazing rating level of a minimum of level 3.

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

14. *Boundary Treatment* – No part of the building shall be occupied until screen fencing is provided along the site boundaries in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The fencing shall be permanently retained and maintained thereafter.

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

15. *Alterations to highway* – No part of the building shall be occupied until the vehicle cross-over from the site onto North Street has been widened to a width of at least 5 metres in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The cross-over shall be permanently retained thereafter.

Reason: In the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC32.

16. *Vehicle access* - All necessary agreements, notices or licences to enable the proposed alterations to the Public Highway required by condition 15 shall be entered into prior to the commencement of development.

Reason: In the interests of ensuring good design and ensuring public safety and to comply with policies CP10, CP17, and DC61 of the Core Strategy and Development Control Policies DPD.

17. *Lifetime Homes* - The development hereby permitted shall not commence until a Lifetime Homes methodology statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate how the development will achieve Lifetime Home standards. The development shall be carried out in accordance with the approved details and thereafter maintained as such.

Reason: In the interests of the amenities of future residents and visitors and to ensure that the residential development meets the needs of all potential occupiers in accordance with policy DC7 of the Havering LDF Core Strategy and Development Control Policies Development Plan Document and policy 3.8 of the London Plan.

Informatives

1. *DMO Statement* - 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 paragraphs 186-187 of the National Planning Policy Framework 2012.

2. *Mayoral CIL* - 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 £820 (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.

3. *Planning obligation* - 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.

4. *Temporary use of the highway* - If any 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. If the developer requires scaffolding, hoarding or mobile cranes to be used on the highway, a licence is required and Streetcare should be contacted on 01708 432563 to make the necessary arrangements. Further details are available on the Council website.

5. *Highway alterations* – The Highway Authority advises 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. The necessary agreement, notice or licence to enable alterations to the public highway (including temporary works) must be entered into prior to the commencement of the works concerned. In order to obtain a licence for the works the applicant should contact Streetcare, Traffic & Engineering on 01708 433750 to commence the submission/licence approval process.

6. *Secured by Design* - In promoting the delivery of safer, stronger, sustainable places the Local Planning Authority fully supports the adoption of the principles and practices of the Secured by Design Award Scheme and Designing against Crime. Your attention is drawn to the free professional service provided by the Metropolitan Police Designing Out Crime Officers for North East London, whose can be contacted via

DOCOMailbox.NE@met.police.uk or 0208 217 3813 . They are able to provide qualified advice on incorporating crime prevention measures into new developments.

REPORT DETAIL

1. Site Description

- 1.1 The application site lies on the west side of North Street at its junction with Brooklands Approach. Opposite the site is the North Street bus depot. Brooklands Approach provides access to a number of industrial and commercial units adjacent to the River Rom. The existing property is two-storey comprising a retail unit on the ground floor with residential above. Originally it was a pair of semi-detached dwellings, but the building has been subject to significant conversion and extension with a full width two-storey rear extension and outbuildings that cover much of the plot. The building is constructed in brick (painted red at the front) under a clay tiled roof.
- 1.2 There is access to a garage at the rear from North Street along the southern boundary which provides site parking. There is also parking to the front. The Brooklands Approach boundary comprises a brick wall and fence about 1.8m high. On the northern side of the building is a shared footway access to the rear of 191-193 and 195 between the two properties.
- 1.3 The area is predominantly residential in character on the west side of North Street with the eastern side being dominated by the bus depot. There are a number of retail units on the ground floor of properties in the vicinity. Brooklands Approach is a private road that gives access to industrial areas to the west of the site. To the rear is a building used for leisure purposes (D2).
- 1.4 The site lies within PTAL Zone 5 (suburban) which indicates that the site has good access to public transport, including Romford railway station and is in close proximity to the town centre.

2. Description of proposal

- 2.1 This is a full application for the redevelopment of the site following demolition of the existing detached building. The new building would provide 6 no. two-bed and 1 no. one-bed self-contained flats. The building would be two and a half storey with parking and amenity space to the rear. The application was originally for eight flats but this has been reduced following design revisions.
- 2.2 The building would be constructed in brick under a tiled roof, similar to the architectural style of the existing building. The new building would have a similar footprint to the original dwellings and have a similar ridge height. Pedestrian access to the rear of 195 North Street would be retained separated from the development site by a 1.8m close boarded fence. The frontage which currently provides parking would be landscaped and provide for a widened access. The new building would have a cross-gabled form with intersecting

gable ended sections and projecting front and rear elements. There would be dormer windows in both the front and rear roof elevations.

- 2.3 Three of the flats would have balconies and one on the ground floor would have a separate rear amenity area. There would also be a rear communal amenity area with seven parking spaces to the rear of the site taking access from North Street under the new building close to its northern boundary with no.195. Cycle and bin storage would be provided on the ground floor of the building accessible from the undercroft access. The site amounts to about 0.07ha.

3. Relevant History

- 3.1 None

4. Consultations/Representations

- 4.1 27 neighbour letters were sent and one objection has been received from the owner of no.195, the neighbouring property to the north. Objections are raised as follows:
- At three storeys the proposal would overshadow no.195 causing a loss of light and privacy would be lost due to the proposed balconies;
 - The proposed access adjacent to the property would result in fumes and noise which would adversely affect the existing peace and tranquillity enjoyed;
 - Boundary vegetation could be affected by the development;
 - Revisions have not adequately addressed these issues;
 - Access should be taken from Brooklands Approach.
- 4.2 Environment Agency - no comments.
- 4.3 English Heritage - due to the limited groundworks there is no need for an archaeological intervention.
- 4.4 London Fire and Emergency Planning Authority - access should comply with the relevant Building Regulations.
- 4.5 Thames Water - It is the responsibility of the developer to make proper provision for surface water drainage. Approval will be required for any discharge to public sewer. No objections with regard to sewerage infrastructure.
- 4.6 Metropolitan Police Crime Prevention Design Advisor - the application shows that crime prevention measures have been considered in the design of the proposed development. Conditions are recommended concerning secured by design principles, lighting, boundary treatment, landscaping and cycle storage.
- 4.7 Streetcare (Highway Authority) - no objections. The parking provision is considered satisfactory. The existing crossover should be extended which may result in the relocation of an existing light column being necessary. Wheel cleaning facilities will be required during construction.

4.8 Streetcare (Refuse) - bin store needs to be large enough to accommodate waste and recycling bins.

4.9 Public Protection - recommends conditions covering Sound insulation, construction hours and a land contamination assessment.

5. **Relevant Policies**

5.1 Policies CP1 (Housing Supply); CP9 (Reducing the need to travel); CP10 (Sustainable Transport); CP15 (Environmental management); CP17 (Design); DC2 (Housing Mix and Density); DC3 (Housing Design and Layout); DC7 (Lifetime Homes and Mobility Housing); DC33 (Car Parking); DC34 (Walking); DC35 (Cycling); DC40 (Waste Recycling); DC49 (Sustainable Design and Construction); DC53 (Contaminated Land); DC61 (Urban Design); DC62 (Access); DC63 (Delivering Safer Places); DC72 (Planning obligations) of the Local Development Framework (LDF) Core Strategy and Development Control Policies Development Plan Document (DPD) are material considerations.

5.2 In addition, the Planning Obligations SPD, Residential Design Supplementary Planning Document (SPD), Designing Safer Places SPD, and Sustainable Design and Construction SPD are also material considerations.

5.3 Policies 3.3 (increasing housing supply), 3.4 (optimising housing potential); 3.5 (quality and design of housing developments) and 8.2 (planning obligations) of the London Plan are material considerations.

6. **Staff Comments**

Principle of the development

6.1 The site lies within the existing urban area of Romford, 520m to the north of the town centre. Policy CP1 of the LDF Core Strategy and Development Control Policies DPD states that in order to provide land for new residential development outside town centres and the Green Belt, non-designated land should be prioritised for housing. The site is on land which is not designated land in the LDF; therefore, its use for housing would be acceptable in principle. The site is also considered to be previously developed (brownfield) land and the re-use of such land would meet one of the core sustainability principles of the NPPF. The residential redevelopment of the site would make a positive contribution to meeting the Borough's housing targets.

6.2 The NPPF also states that housing applications should be considered in the context of the presumption in favour of sustainable development. The relevant policies for the supply of housing set out in the LDF and the London Plan are considered to be up to date and the application should, therefore, be determined in accordance with the relevant policies of the development plan.

6.3 The site is considered to be in a sustainable location in terms of access to services, including public transport. However, an important element of sustainable development is securing good design that contributes positively to

the area. In accordance with the guidance in the NPPF planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area. This is reinforced by the core principles of the NPPF which include seeking a high quality of design and a good standard of amenity for existing and future occupants. The main issues are whether the new building would provide an acceptable level of accommodation for future residents, be acceptable in terms of the character and appearance of the area, have an acceptable impact on nearby residential properties and be acceptable in terms of parking and highways issues.

Density/layout

- 6.4 The density of the residential element would be 100 units per hectare or 285 habitable rooms per hectare. The London Plan Housing SPG and LDF Policy DC2 set out densities for new residential development. The site lies within PTAL Zone 5 as defined in Policy DC2 of the LDF Core Strategy and Development Control Policies DPD. This gives an indicative density range of 80-120 units per hectare or 250-350 habitable rooms per hectare for flatted development. The Housing SPG gives a similar density range for PTAL value 5. The proposal is within the levels under DC2, the SPG and Table 3.2 of the London Plan. However, most of the flat sizes would not meet the minimum space standards set out in the London Plan, Table 3.3. These seek to ensure that an acceptable level of accommodation is achieved and normally developers are encouraged to exceed the figures in the table. In this case the deficiency is significant for two of the flats, including one on the second floor where the usable space is further limited by the roof slope. These deficiencies could indicate an overdevelopment of the site. Whether this amounts to a material objection to the application is a matter of judgement, balanced against other factors, such as housing need and improvements to the appearance of the site. In this case staff consider that, on balance, this would not justify the refusal of planning permission on this ground alone but acknowledge that this is a matter for judgement of Members.
- 6.5 An additional consideration is that the type and size of new housing should meet local housing need. The design of new developments should also make efficient use of brownfield land. To achieve this there should be a design led approach to determining densities so that residential developments achieve densities appropriate to their accessibility to public transport, and the local context with regard to the principles of good design. This accords with the principles set out in the NPPF. The provision of one and two-bed units would help meet housing need within the Borough and the site has good access to public transport and other services. The development is proposed to be constructed to *Lifetime Homes Standards* and a condition is recommended to secure this in accordance with LDF Policy DC7. Development at the density proposed would make efficient use of this brownfield site.
- 6.6 In addition to these layout issues, account also needs to be taken of the character of the local area and whether the scale of the development is

appropriate in terms of its appearance in the local context. Account also needs to be taken of any adverse impact on the amenity of nearby occupiers.

Design/Impact on the streetscene

- 6.7 The site lies outside of the town centre where a majority of the buildings are of a domestic scale, including those where the ground floor is in 'A' Class use. In this case there is a notable exception in the large bus depot opposite the site. The development on the west side of North Street retains the domestic suburban scale and the current proposal has been designed to reflect this. The new building would have a similar footprint to the existing and would retain the same ridge height. The proposal also retains the existing building line.
- 6.8 The proposed development would appear larger in scale in the streetscene than the existing building, mainly because of the development in the roof. However, staff consider that, as a matter of judgement, it would not be materially harmful to the character and appearance of the area. The site is on a corner location on Brooklands Approach where a building of this design and appearance is considered to be acceptable. There is an example of three storey flatted development in a similar context nearby in North Street at Riverside Close.
- 6.9 The National Planning Practice Guidance states that good quality design is an integral part of sustainable development. The guidance in the NPPF is that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. LDF Policy DC61 requires that new buildings complement or improve the character of the area and respect the scale, massing and height of the surrounding physical context.
- 6.10 The proposed building is considered to be acceptable in the streetscene in terms of the overall impact on the character and appearance of the area. There would be an acceptable transition between the building at no.195 and the dwellings on the other side of Brooklands Approach. There would be windows facing onto Brooklands Approach which provide greater visual interest than the existing blank gable end and that of the property on the other side of Brooklands Approach.
- 6.11 The rear and side views of the site currently have a negative impact on the area given the unsightly rear extensions and the overall plot coverage. The proposed development would result in an overall improvement in the appearance of the site when seen from the south and from Brooklands Approach.
- 6.12 The overall impact of the development will be a matter for members to judge in relation to the guidance in the NPPF and the LDF Development Control Policies. Should members judge that the proposal would be harmful to the streetscene and character of the area this could amount to a material objection to the application.

Impact on amenity

- 6.13 The proposed development would have some adverse impact on the amenities of occupiers of no.195 North Street. The owner of the property has raised objections on the grounds of loss of light and privacy, disturbance from cars using the access and loss of boundary vegetation. The property comprises a shop with a flat above; however, there is a garden area behind which is enjoyed by the owners.
- 6.14 The proposed development where it is closest to no.195 would not extend beyond its rear wall. Where it would extend beyond the rear wall of the main dwelling it is set 4.5m back from the common boundary. None of the proposed development extends beyond the rear of the single storey extension to no.195. This proposal would improve the current situation and reduce any overshadowing/loss of light. Visually it would be more attractive as the part of the existing two storey rear extension, which has corrugated metal/plastic cladding close to the common boundary, would be removed. Overall staff consider that the new proposal would not result in any significant overshadowing of the rear garden areas.
- 6.15 In terms of overlooking there is the potential for an impact from first floor balconies, but this could be addressed by condition to require side screening. Subject to a condition the impact is considered acceptable.
- 6.16 With regard to the other issues, subject to appropriate boundary treatment and landscaping there should be no material adverse impact. Any planting on the objector's side of the existing fence should not be affected. No access can be taken from Brooklands Approach as suggested as it is a private road and the applicant has no rights of access.

Amenity space

- 6.17 Amenity space for the development is proposed in the form of balconies for three of the flats and communal/private space to the rear. The guidance in the Residential Design SPD is that the space should be both private and usable. The ground space is considered to be private and usable; however, the balconies are below the recommended size and could not be considered usable. Whilst some of the space is deficient, overall the communal space is considered adequate for the development. It is however recognised that the acceptability of the quality and usability of the amenity space provision is a matter for judgement of Members.

Parking and Highway Issues

- 6.18 The proposed access to the new parking area would be from North Street, close to the northern boundary of the site. There is an existing cross-over and there are no highway objections subject to it being widened to five metres. This may require the relocation of an existing lighting column within the highway.

Any works to the highway would require agreement with Streetcare (Highway Authority), including payment.

- 6.19 The site has a PTAL value of 5 which means that it has good accessibility to public transport. For residential development the London Plan indicates that less than one space per unit would be acceptable for one/two-bed properties. The density matrix in LDF Policy DC2 also indicates that less than one space per unit would be acceptable. The development provides 7 spaces, equivalent to one per unit, so would exceed these standards. No objections are raised by the Highway Authority to the proposed parking provision.

Secured by Design

- 6.20 LDF Policy DC63 seeks to ensure that new developments are designed to discourage crime and adopt the principles and practices of the 'Secured by Design' award scheme. A condition is recommended to address 'Secured by Design' issues and the lighting of car parking areas.

Other issues

- 6.21 The site is previously developed land and a land contamination assessment has been undertaken. The assessment does not identify any potential active pollution linkages should the site be redeveloped as proposed. In these circumstances further investigation is not considered necessary.
- 6.22 A Flood Risk Assessment has been submitted with the application. The site lies primarily in Flood Zone 1, with parts in Zone 2. The site is close to the River Rom and benefits from the flood alleviation scheme in the area. In accordance with the NPPF Technical Guidance the development is considered appropriate in this location. Floor levels are to be elevated above the existing to provide additional flood protection.

Section 106 Planning Obligations

- 6.23 The dwellings would result in additional local infrastructure demand such that a financial contribution is needed in accordance with Policy DC72 and the SPD on Planning Obligations. There would be a net addition of six units and at £6,000 per new dwelling the charge would be £36,000 which would need to be secured through a S106 Planning Obligation

7. **Mayor's Community Infrastructure Levy (CIL)**

- 7.1 All new floorspace is liable for Mayoral CIL, but in assessing the liability account is taken of existing usable floorspace that has been lawfully used for at least six months within the last three years. The existing floorspace amounts to 276m² and is in lawful use as retail and residential. The new build following demolition would amount to 457m² giving a net increase of 181m². The CIL rate is £20 per square metre giving a CIL liability of £3620.

8. **Conclusions**

- 8.1 The site lies within the existing urban area of Romford and is within walking distance of the town centre. The site is not designated for any other purpose in the LDF and residential redevelopment is considered acceptable in principle. The provision of six additional one and two-bed units would help to meet Havering's housing needs.
- 8.2 The proposed building would be of a similar scale to the existing, but would have greater prominence due to the front and rear projections and development in the roof. However, the form of development is judged to be acceptable in this corner location and would result in overall visual improvements to the site. The coverage of the site would be significantly reduced by the removal of the outbuildings. The appearance of the rear of the building would be significantly improved. Staff consider that, as a matter of judgement the proposed new building would have an acceptable impact on the character and appearance of the area.
- 8.3 In terms of the standard of accommodation the proposal would not meet the minimum internal space standards set out in the London Plan. Whilst there are deficiencies these need to be balanced against other factors such as the need for housing and overall improvements in the appearance of the site. Taking these into account staff consider that the space deficiencies would not amount to an overriding objection.
- 8.4 There would be no adverse impacts on the amenity of the adjoining occupier, subject to conditions. The grant of planning permission is recommended accordingly subject to the prior completion of a S106 legal agreement to secure a financial contribution towards local infrastructure costs and appropriate conditions.
- 8.5 However, should members consider that the building would be visually dominant and materially harmful to the character and appearance of the area by reason of its design and scale and that the standard of accommodation would not be acceptable then there would be a case for refusal.

IMPLICATIONS AND RISKS

Financial implications and risks:

None

Legal implications and risks:

Legal resources will be required to prepare and complete the S 106 legal agreement.

Human Resources implications and risks:

None

Equalities implications and risks:

The Council's planning policies are implemented with regard to equality and diversity.

BACKGROUND PAPERS

1. Application form and plans received 30th July 201 and revised plans received on 30th June 2014 and 6th October 20143