



REGULATORY SERVICES COMMITTEE

4 December 2014

REPORT

Subject Heading:

P1195.14: Tara, Southend Arterial Road, Romford

**Demolition of the existing bungalow and construction of 8no. flats with parking and landscaping.
(Application received 5 September 2014)**

Ward:

Squirrels Heath

Report Author and contact details:

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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 erection of a three storey block containing 8no. flats with associated parking and landscaping. The site is relatively flat and is formed of a rectangular strip of land currently occupied by a detached dormer bungalow fronting onto the A127 Southend Arterial Road with several garages and outbuildings to the side.

On balance 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 £8,740, subject to indexation. This is based on the creation of 437 square metres of net additional gross internal floor space.

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

- A financial contribution of £42,000 to be used towards infrastructure costs and paid prior to the commencement of development in accordance with 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.
- 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 the Head of Regulatory Services 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 Regulatory Services 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 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

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 the dwelling hereby permitted is first occupied, the car parking provision shall be laid out in accordance with drawing no. 3167_PL12B 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. External Materials

Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason: To 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, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority.

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

7. Cycle Storage

Prior to the first occupation of the development hereby permitted, cycle storage as indicated in drawing no. 3167_PL12B 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.

8. Soil Contamination

Before any part of the development is occupied, site derived soils and/or imported soils shall be tested for chemical contamination, and the results of this testing together with an assessment of suitability for their intended use shall be submitted and approved in writing by the Local Planning Authority. Without prejudice to the generality of the foregoing, all topsoil used for gardens and/or landscaping purposes shall in addition satisfy the requirements of BS 3882:2007 "Specification of Topsoil".

Reason: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Development Control Policies Development Plan Document Policy DC53.

9. Land Contamination

Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority:

a) A Phase II (Site Investigation) Report as the Phase I Report submitted with the planning application has identified the need for further investigation. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the site ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

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

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

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

10. Boundary Screening/ Fencing

Prior to the commencement of the development, details of all boundary screening and screen walling shall be submitted to and agreed in writing by the Local Planning Authority and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

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

11. Contamination Monitoring

(a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.

(b) Following completion of the remediation works as mentioned in (a) above, a 'Verification Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

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

12. Construction Method Statement

Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;

- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

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

13. Noise Impact Assessment

Prior to the commencement of any development an assessment shall be undertaken of the impact of road noise emanating from (ENTER ROAD) upon the development in accordance with the methodology contained in the Department of Transport/Welsh office memorandum, "Calculation of Road Traffic Noise", 1988. Following this, a scheme detailing measures, which are to protect occupants from road traffic noise shall be submitted to, and approved in writing by the Local Planning Authority and shall be implemented prior to occupation.

Reason: To protect future residents against the impact of road noise in accordance with Department of Environments, Planning Policy Guidance Note 24, " Planning & Noise" 1994, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

14. Obscure and Fixed Glazing

The proposed windows in the flank elevations as indicated on drawing no. 3167_PL11.1B, 3167_PL11.2B and 3167_PL11.3B shall be permanently glazed with obscure glass and thereafter be maintained and permanently fixed shut to the satisfaction of the Local Planning Authority.

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

15. Secured 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.

16. 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.

INFORMATIVES

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 Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: Improvements required to make the proposal acceptable were negotiated and submitted, in accordance with para 186-187 of the National Planning Policy Framework 2012.
3. Thames Water Informative
With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed

to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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 £1,500 (subject to indexation). 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.
6. 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 relates to the property at Tara, Southend Arterial Road, Romford. The site is currently occupied by a detached dormer bungalow with several garages and outbuildings to the side, a hardstanding forecourt to the front and garden to the rear.
- 1.2 The plot is relatively flat and is formed of a rectangular strip of land covering an area of 945 square metres. To the north the site has a frontage onto the A127 with direct vehicular access via a dropped crossing. Flatted residential accommodation at Ferguson Court lies to the west, houses at Ferguson Avenue to the south and the Moreton Bay Industrial Estate to the east.

- 1.3 As such the surrounding area is characterised by a mixture of residential and commercial uses.

2. Description of Proposal

- 2.1 The application is seeking planning permission for the demolition of the existing bungalow and the construction of a three storey block consisting of 8no. flats with parking and landscaping. The development would comprise 5no. two-bedroom flats and 3no. one-bedroom flats.
- 2.2 The proposed block would have an 'L-shaped' footprint of approximately 203 square metres, covering approximately 21% of the 945 square metre site. The building will be situated in close proximity to the eastern boundary with a depth of 24.5 metres.
- 2.3 The building would incorporate a flat roof design with a height of 8.6 metres and would include a gated undercroft section adjacent to Ferguson Court providing vehicular access to the rear car park.
- 2.4 Internally the block would be arranged to give the flats an outlook to either the front or to the rear. Each apartment would feature separate bedrooms and bathrooms and a combined lounge and kitchen area as well as a private balcony or terrace.
- 2.5 The proposed development would provide off street car parking for 12no. vehicles (1.5 no. spaces per dwelling) with three spaces laid out in the front forecourt area and the remaining spaces located to the rear. In terms of access into the site the development will utilise the existing dropped kerb driveway arrangement directly from the A127.
- 2.6 A strip of 112 square metres at the rear of the site abutting the garden boundary of No.s 63 & 65 Ferguson Avenue would be laid out as shared resident's amenity space.

3. Relevant History

- 3.1 P0533.14 - Demolition of the existing Bungalow and Construction of 3no. houses and a block of 6no. flats with parking and landscaping – Withdrawn
- 3.2 P1817.05 – Half hip to gable with front & rear dormers – Approved
- 3.3 P1584.05 - Loft conversion with front and rear dormer – Refused

4. Consultations/Representations

- 4.1 Neighbour notification letters were originally sent to 92 properties and 3 letters of objection have been received.

4.2 The objections to the proposed development can be summarised as follows:

- Out of character with the local area.
- Will result in overlooking and loss of privacy.
- The additional noise from increased traffic entering and leaving the site.
- Overdevelopment of the site.
- Loss of outlook and enjoyment of rear garden.

4.4 Essex and Suffolk Water - no objection.

4.5 Thames Water – no objection, recommended informatives relating to waste water, surface water drainage and water are included in any approval notice.

4.6 London Fire Brigade Water Team – no objection.

4.7 London Fire and Emergency Planning Authority – the access appears to be tight for a pump appliance. However, it would be able to approach to within 45 metres of all sections of the building in compliance with the Fire Safety Procedural Guidance.

4.8 Local Highway Authority – no objection.

4.9 Environmental Health – no objection, requested the inclusion of conditions relating to contaminated land issues and a noise assessment.

4.10 Highways Agency – no objection.

4.11 Designing Out Crime Officer – no objection, recommend a condition relation to Secured by Design measures.

5. Relevant Policies

5.1 Policies CP1 (Housing Supply), CP17 (Design), DC2 (Housing Mix and Density), DC11 (Non-designated Sites) DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC55 (Noise), DC61 (Urban Design), DC63 (Delivering Safer Places) and DC72 (Planning Obligations) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are considered to be relevant.

5.2 Other relevant documents include the Residential Design SPD, Sustainable Design and Construction SPD and the Planning Obligations SPD.

5.3 Policies 3.3 (increasing housing supply), 3.5 (quality and design of housing developments), 3.8 (housing choice), 5.3 (sustainable design and construction), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture) and 8.2 (planning obligations) of the London Plan, are material considerations.

- 5.4 The National Planning Policy Framework, specifically Sections 6 (Delivering a wide choice of high quality homes), 7 (Requiring good design), 8 (Promoting healthy communities) are relevant to these proposals.

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.

Principle of Development

- 6.2 The NPPF and Policy CP1 support an increase in the supply of housing in existing urban areas where development is sustainable.
- 6.3 Under the provisions of the NPPF there is no priority given to garden land as a re-developable brownfield site. However, in terms of the Local Plan the site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres and is within a predominantly residential area.
- 6.4 On this basis the proposal is considered to be policy compliant in landuse terms and its continued use for domestic residential purposes is therefore regarded as being acceptable in principle.

Density/ Layout

- 6.5 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.
- 6.6 The proposal would provide 8 no. flats consisting of 3 no. one-bedroom and 5 no. two-bedroom units at a density equivalent to around 84 dwellings per hectare. Policy DC2 states that a dwelling density of between 50 to 80 dwellings per hectare would be appropriate in this location. On balance the proposed density would marginally exceed this density level, but given the site circumstances and consideration of the design and layout the proposed density is considered to be appropriate in this instance.
- 6.7 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 conforms to minimum internal space standards.
- 6.8 For one-bedroom flats for two people the standard is set at 50 square metres and for two bedroom flats at between 61 square metres and 70 square metres depending on the number of occupants. The proposed flats

would all either meet or exceed the required internal spacing standards and are therefore be considered to be of an acceptable size for day to day living.

- 6.9 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. The proposed ground floor rear flats would include private external terrace areas of 5 square metres and 7 square metres respectively, accessed from the lounge. The upper floors will include external balconies of between 4.25 square metres and 7.25 square metres, again accessed off the lounge.
- 6.10 An area of approximately 112 square metres to the rear of the site adjacent to the rear car park and the garden boundaries of No.s 63 & 65 Ferguson Avenue would be set out as a strip of shared amenity space for the residents. The proposed amenity area will have a southerly facing aspect allowing good levels of sunlight.
- 6.11 Although the amount of shared amenity space proposed is relatively low in comparison to the adjacent flatted accommodation at Ferguson Court, the proposed units would include private terrace and balcony areas of a satisfactory size and position. Therefore the amount of private amenity space proposed in the development is regarded as being adequate for the requirements of one and two bedroom apartments.
- 6.12 On balance it is considered that the proposed internal spacing and amenity areas would be of a suitable form and size and would therefore result in acceptable living conditions for future occupants. The residents of the proposed block would have adequate access to sunlight and daylight. Therefore the general site layout is considered to be in accordance with Policy DC61 and The Residential Design SPD.

Design/Impact on Street/Garden Scene

- 6.13 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.
- 6.14 The proposed building would form a relatively prominent feature in the streetscene along this section of Southend Arterial Road. However, the design and style of the proposed block are considered to adhere to the architectural character of the adjacent flatted accommodation at Ferguson Court, with the building height, bulk and massing matching that of the neighbouring buildings, albeit with a more contemporary appearance.
- 6.15 The residential blocks at Ferguson Court front onto the A127 in a linear row and the proposed block would effectively continue the building line established by the adjacent development. As such the existing three storey residential buildings would provide a backdrop for the current proposal serving to absorb much of the scale and massing of the proposed block particularly from the main vantage points along both directions of the A127.

- 6.17 The buildings at the Moreton Bay Industrial Estate immediately to the south east of the site are a collection of single storey workshops of various sizes in a 'horse-shoe' arrangement. In this regard the proposed residential block will be more prominent in the streetscene in comparison to the Industrial Estate buildings, but the transition in height would be relatively minimal and proportionate given the close proximity of the proposed development to the existing blocks at Ferguson Court and the sympathetic design and appearance within the setting.
- 6.18 On balance it is considered that the proposed development would contribute positively to the streetscene along this section of Southend Arterial Road and would serve to maintain and enhance the character and appearance of the area in accordance with Policy DC61.

Impact on Amenity

- 6.19 The Residential Design SPD states that new development should be sited and designed such that there is no detriment to existing residential amenity through overlooking and/or privacy loss and dominance or overshadowing. Policy DC61 reinforces these requirements by stating that planning permission will not be granted where the proposal results in unacceptable overshadowing, loss of sunlight/ daylight, overlooking or loss of privacy to existing properties.
- 6.20 The eastern projecting wing of the proposed block would match a similar projecting section on the Ferguson Court building. The existing flats in this end block each contain one side window in the recessed side elevation which provides an outlook directly over the application site. However, the proposed block would be designed to abut the boundary with Ferguson Court and replicate the projecting arrangement, but with the majority of the block set back within the site some 7 metres from the overlooking windows at the rear and some 8.4 metres at the front. Overall it is considered that this measure would maintain a reasonable amount of spacing between the existing and proposed block whilst at the same time ensuring that the outlook from the neighbouring windows is not unduly compromised.
- 6.21 In order to prevent overlooking and loss of privacy between the proposed and existing flats, obscure glazing would be installed in the side windows of the proposed block. In addition, 1.8 metre high privacy screens will be erected on the corners of the balconies attached to the south eastern elevation to prevent direct overlooking between dwellings.
- 6.22 The proposed development would be located over 50 metres from the rear of houses at No.s 63 & 65 Ferguson Avenue. The closest part of the development would be the shared amenity area which would abut the rear garden boundary of these neighbouring dwellings and serve to provide a green buffer between the proposed car park and the rear gardens.

- 6.23 Given the distances and the positioning of the windows it is not considered that the proposed development will represent any issues in relation to residential amenity of the other neighbouring houses and flats in accordance with policy DC61.
- 6.24 In terms of the amenity of future occupants of the proposed flats, it is considered that the proximity of the development to the Moreton Bay Industrial Estate could potentially cause noise and disturbance issues as a result of the neighbouring light industrial uses. However, the proposed block would be located on a site with an established residential use. Any potential issues could be reasonably addressed through building regulation noise insulation measures. In addition, a condition requiring a noise assessment to be undertaken prior the commencement of the development has been recommended.
- 6.25 On balance, it is considered that the proposed development 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.

Environmental Issues

- 6.26 The site has been in use as a residential garden for many years and there are no historical contaminated land issues associated with the plot.
- 6.27 The site is not located within a Flood Zone and presents no issues in relation to flood risk.
- 6.28 The proposal is not considered to give rise to any significant noise issues subject to conditions required by Environmental Health.

Parking and Highway Issues

- 6.29 Policy DC33 seeks to ensure all new developments make adequate provision for car parking. Under Policy DC2 the Public Transport Accessibility Level (PTAL) the site has a medium rating and therefore new residential development in this location is required to provide a moderate car parking provision of 1.5 no. spaces per unit.
- 6.30 The proposal can demonstrate provision for 12no. off street car parking spaces which meets the prescribed 1.5 spaces per dwelling requirement. Three spaces would be laid out in the front forecourt area and the remaining nine spaces would be provided in a car park located to the rear via a gated undercroft.
- 6.31 In terms of access into the site the development will utilise the existing dropped kerb driveway arrangement directly from the A127. The proposed development would potentially result in an intensification of the use of this access, however amount of additional vehicles using the access point is not considered to be materially greater in comparison to the existing use and

the neighbouring access to Moreton Bay Industrial Estate. Vehicles would be able to enter and leave the site in a forward gear.

- 6.32 Street Care have confirmed that any refuse collection for the proposed block would take place as per the existing arrangements for the bungalow. An enclosed refuse store would be provided to the front of the site adjacent to car park and the boundary with the A127, although at this stage no details of the design have been provided. Given the proximity to road the area would be easily accessible for refuse collectors.
- 6.33 The London Fire and Emergency Planning Authority have raised concerns that the access point would be tight with a limited turning area for pump appliances. The development would however allow for a pump appliance to approach to within 45 metres of all sections of the building in compliance with the Fire Safety Procedural Guidance.
- 6.34 The Highways Agency and the Local Highway Authority have raised no objection in relation to the proposed amount of car parking provision and the access and servicing arrangements from the A127.
- 6.35 It is therefore considered that the proposed car parking and access arrangements are acceptable and would not result in highway safety or parking/ servicing issues.
- 6.36 Internal secure bicycle storage would be provided adjacent to the main rear entrance to the block.

Community Infrastructure Levy and Developer Contributions

- 6.37 The proposed development will create 8no. new residential units with 437 square metres of new gross internal floorspace. Therefore the proposal is liable for Mayoral CIL and will incur a charge of £8,740 based on the calculation of £20.00 per square metre.
- 6.38 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, although a deduction can be made for any existing dwellings to be lost. The proposal would create a net increase of 7 dwellings and would therefore be subject to a legal agreement to provide a contribution of £42,000.

7. Conclusion

- 7.1 Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal would be acceptable.
- 7.2 Staff consider that the proposed development raises considerations in relation to the impact on the character and appearance of the streetscene and the impact on the amenity of the neighbouring residents. On balance the proposal is considered to be acceptable in all material respects.

7.3 Staff are of the view that the siting, scale and location of the proposal would not be disproportionate or have a harmful impact on the character of the street scene nor would it 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 and the applicant entering into a legal agreement to secure the infrastructure contribution.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions will be sought through the legal agreement.

Legal implications and risks:

Legal resources will be needed to draft the 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

Application form, drawings and supporting statements received on 5 September 2014 and 8 October 2014.