

OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY

APPLICATION NO: P1007.20

WARD : Mawneys

Date Received: 17th July 2020

ADDRESS: 54 Faircross Avenue
Romford

PROPOSAL: Two storey, 3-bed dwelling with associated parking and amenity space involving demolition of existing two storey side extension.

DRAWING NO(S): 20-101-02 Rev A
20-101-07 Rev A
20-101-10 Rev B
20-101-09 Rev B
20-101-08 Rev B

RECOMMENDATION : It is recommended that **planning permission be GRANTED** subject to the condition(s) given at the end of the report

SITE DESCRIPTION

Two storey residential hipped roof, semi-detached dwelling located on a prominent corner at the junction between Faircross Avenue and Bartlow Gardens.

The surrounding area is characterised mainly by two storey terraced and few semi-detached dwellings. Ground slopes uphill from north east to south west.

There is parking for two vehicles on the hard standing to the front of the dwelling and garage located to the rear of site.

New crossover from the side road - Bartlow Gardens.

DESCRIPTION OF PROPOSAL

Planning permission is sought for the demolition of existing two storey side extension and erection of new dwelling.

Existing two storey side measures : depth 10.78, width 3m, height - 5.7m to eaves and 8.3m maximum .

Proposed new dwelling measures: depth 10.96 (7.5 at first floor), width 6m and height - 5.7m to eaves and 8.3m .

Provides a 3b5p unit with kitchen, dining and lounge area at ground floor and 3 bedroom and bathroom at first floor level.

Two storey rear extension to the host property - to provided extension to existing bedroom no. 4 (2.3m wide, 1.7m deep, 2.4m at eaves and 5.3m maximum height above the existing single storey rear extension.

RELEVANT HISTORY

ENF/511/20 - Alleged unauthorised HMO - ongoing investigation.

CONSULTATIONS/REPRESENTATIONS

10 neighbouring owner/occupants were notified of the proposal, no objections were received in response.

Internal/External consultees

LBH Waste - Waste and recycling sacks will need to be presented by 7am on the boundary of the property facing Faircross Avenue on collection day.

LBH Street Management - No comment received

LBH Environmental Health - no comments received till date.

RELEVANT POLICIES

Planning Policy

National Planning Policy Framework (2019)

The National Planning Policy Framework (NPPF) sets out Government planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Themes relevant to this proposal are:

- 2 - Achieving sustainable development
- 9 - Promoting sustainable transport
- 11 - Making effective use of land
- 12 - Achieving well-designed places
- .

London Plan (2016)

The following policies are material planning considerations:

- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.14 Existing Housing
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- .

Sustainable Design and Construction (2014)

This SPG contains advice on natural resource management, climate change adaptation and pollution management. It reinforces similar policies contained within national and local planning policy.

Character and Context SPG (2014)

This document sets out the principles of site responsive design that should inform the Design and Access Statement to be submitted with the application, helping to promote the right development in the right place.

Housing SPG (2016)

This SPG provides (amongst other things), the principles and standards intended to create well designed, high quality housing. Guidance is provided on residential density (Table 3.2) and Design Standards.

Accessible London SPG

This and the document Design and Access Statements: How to write, read and use them (Design Council, 2006) guidance from Design Council CABE will help to inform preparation of the Design and Access Statement needed to accompany the application.

Draft New London Plan

The 2018 draft of the New London Plan is not yet adopted, though the following policies are likely to be a material consideration for future planning applications:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG4 Delivering the homes Londoners need
- D1 London's form and characteristics
- D2 Delivering good design
- D3 Inclusive design
- D4 Housing quality and standards
- D5 Accessible housing
- D6 Optimising housing density
- H2 Small sites and small housing developments
- H12 Housing size mix
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking

Havering Local Development Framework Core Strategy and Development Control Policies Development Plan Document (2008)

The following policies are considered relevant to the proposed development:

- CP1 - Housing Supply
- CP17 - Design
- DC2 - Housing Mix and Density
- DC3 - Housing Design and Layout
- DC33 - Car Parking
- DC34 - Walking
- DC35 - Cycling
- DC36 - Servicing
- DC40 - Waste recycling
- DC49 - Sustainable Design and Construction
- DC51 - Water supply, drainage and quality
- DC61 - Urban Design

Havering Draft Local Plan (2018)

The following policies should inform design of the proposed development:

- 3 - Housing supply
- 5 - Housing mix
- 7 - Residential design and amenity
- 10 - Garden and backland development
- 24 - Parking provision and design
- 26 - Urban design
- 27 - Landscaping

Havering Supplementary Planning Documents (SPDs)

Aspects of the following documents apply to the proposed development, though need to be read in combination with newer mayoral guidance (where applicable):

- Residential Design (2010)
- Sustainable Design and Construction (2009)
- Planning Obligation (Technical Appendices) (2013)

MAYORAL CIL IMPLICATIONS

The submitted plans indicates the net additional floorspace of the proposed residential unit is approximately 93m², however the existing side extension of 28m² will be deducted = 65m². The proposal is liable for both Mayoral and Havering CIL contribution. It would incur a charge of £1,625.00 based on the calculation of £25.00 per square metre and £8,125.00 for Havering CIL, based on £125.00 per square metre totalling £9,750.00 (all subject to indexation) .

STAFF COMMENTS

The main considerations relate to the principle of development, the internal layout and floor/amenity space of the proposed dwelling, the impact of the proposed dwelling on the character of the host building and street-scene, the amenity of other residents and any highways/parking impacts arising as a result.

The application was assessed at a time when officers were unable to conduct a site inspection due to social distancing measures brought in by the Government to address the Covid-19 global pandemic. Therefore, officers have relied on the photos provided by the applicant as well as information from third parties such as Google Streetview© and Bing Maps© to inform their assessment.

PRINCIPLE OF DEVELOPMENT

The provision of additional housing is consistent with the NPPF and Policy CP1 as the application site is within a sustainable location in an established urban area.

The proposal will cover an area of land which currently forms part of the existing two storey pitched roof side extension located to the side of site and the garden space adjoining the side road, Bartlow Gardens.

The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, District and Local Centres and is within a predominantly residential area and the host property is not within a conservation area nor the building listed.

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/SITE LAYOUT

The 'DCLG Technical Housing Standards - nationally described space standard' specifies minimum internal space standards required for new dwellings. The Technical Housing Standards stipulate minimum gross internal floor areas (GIAs) for dwellings/units based on the number of bedrooms, intended occupants and storeys, minimum bedroom sizes of 7.5m² for single occupancy and 11.5m² for double/twin occupancy, plus further dimension criteria for such spaces. London Plan Policy 3.5 and the Housing SPG echo such requirements and the SPG provides further criteria to ensure an acceptable quality of accommodation is provided for users including in relation to entrance and approach routes, access to private open space, outlook, daylight and sunlight.

The proposed dwelling would provide a 3b5p dwelling with a requirement to provide 93sq.m internal space. The proposal would provide approximately 93sq.m to comply with the national space standards.

The proposals would provide adequate circulation space within the proposed new dwelling with other associated facilities including, parking space and amenity space would suit for a five person dwelling unit. Each room would have adequate size window and would benefit from appropriate daylight and outlook.

The proposed dwelling would provide an adequate level of accommodation for the potential occupants and would provide substantial useable amenity space to the rear of site, details of all boundaries to be achieved via condition.

Given the constraints in terms of its location in which the proposed house would be located and considering its prominent position, it is recommended that permitted development rights for extension and under classes A to E to be removed. Any additional floor space could potentially result in cramming of the development on site, thereby reducing the amenity space / or compromise it.

Also, from visual point of view, any addition whether to the rear or roof without further assessment could mean that the scheme would fail to satisfactorily integrate the design of the house hereby approved, thereby causing visual harm to the street-scene.

The general design and layout would be similar to the host property and surrounding area, with no significant visual impact on site and surrounding area.

Given the constraint at the front of site, the possibility of providing car parking to the front of the dwelling will be limited, therefore the parking provision would be located to the rear of site with access from Bartlow Gardens.

DESIGN/IMPACT ON STREET/GARDEN SCENE

Policy DC61 advises that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context.

The subject site comprises two-storey semi-detached properties which comprise a consistent design with pebble dash finish with hipped end roofs. The proposal would represent an addition to the existing semi detached pair and would convert this block into a short terrace of three. This would be considered acceptable in this instance, given the predominant terrace character of the area. the change in the typology of site on its own will not be considered to be a valid reason for refusal.

The proposed dwelling would be adequately set in from Bartlow Gardens (2.3m away) in line with no. 56 Faircross Avenue, having a two storey side extension adjoining Bartlow Gardens, would therefore be considered in keeping with site and surrounding area and it would be difficult to argue that the proposed development would be harmful to local character.

It is acknowledged that the proposals would not align with the building line of properties on Bartlow gardens, this would be considered acceptable in this instance, given that the existing side extension which can be considered to be part of the character of the application site, does not align with the building line of properties on Bartlow Gardens.

The proposal would be set back at least 1m from the main front wall of site at first floor level to comply with the Council's adopted residential design guides and the set back will be similar to the approved house at no. 56 Faircross Avenue, the proposals would therefore be acceptable in design to complete the corner design in close vicinity of site.

Although the proposals would not be set back from main front wall of the host property, this would be considered acceptable in this instance, given that the existing two storey side extension is not set in from the main front wall at ground floor level. In addition, current proposals is not an extension to the host property but a new dwelling, therefore no significant impact on the streetscene as proposals would be considered subservient to the host property.

To the rear of site, the proposal would have a two storey modest element, though visible from the side road, would not dominate the rear view of site, given the garden size and the separation distance between site and the nearest property on Bartlow Gardens (no.53), no significant impact on the gardenscene.

For reasons discussed above, officers are satisfied that the proposal would now satisfactorily integrate with the character of site and surrounding area to comply with Policy DC61 of the LDF.

IMPACT ON AMENITY

Policy DC61 of Havering Councils CS and DCPDPD states;
Planning permission will not be granted where the proposal results in unacceptable overshadowing, loss of sunlight/daylight, overlooking or loss of privacy to existing and new properties.

The proposals given the layout, scale and height in relation to adjoining property in particular, it would not have any significant impact upon the amenities of the adjoining occupiers in terms of loss of light and outlook. the design would not be considered to be visually intrusive, therefore no visual impact envisaged.

The proposals would not impact on the amenity of the host property no.54, given the proposed hipped roof design with the two storey rear element proposed on the host property (no 54) located on the shared boundary with the newly proposed dwelling.

In addition, the two storey element at 1.7m deep would be minimum of 3m away from the boundary with no. 52, therefore no significant loss of light or outlook envisaged on occupiers of no. 52.

The proposed windows on the proposed development would be located to the rear similar to all others within the vicinity of site to protect the amenity of neighbours. The proposal would be approximately 21m away from the side elevation of no. 53 Bartlow Gardens, no loss of privacy envisaged.

The proposed new dwelling would have a garden depth in the region of 10m and this is considered sufficient to prevent undue harm to the amenity of the occupier to the rear, at 53 Bartlow Gardens.

HIGHWAY/PARKING

The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians.

London Plan Policy 6.3 and Policies T1 - T6 of the Draft London Plan seek to should ensure that

impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. This is also echoed by DC33 of Havering Councils CS and DCPDPD which indicates proposals will not be supported where they would have an unacceptable adverse impact on the capacity or environment of the highway network. The London plan and Draft London plan seeks to ensure a balance is struck to prevent excessive car parking provision that can undermine cycling, walking and public transport use and through the use of well considered travel plans aim to reduce reliance on private means of transport.

The subject site has a PTAL rating of 2 which indicates poor access to transportation links, therefore it is important the proposal makes provision for adequate car and cycle parking.

The host dwelling at No.54 Faircross Avenue has an existing crossover which facilitates off-street parking for two vehicles, fronting the site and a garage located to the rear. This off-street car parking spaces and the rear garage would be retained for the host property.

For the proposed dwelling, two parking spaces is proposed to the rear with a new crossover on Bartlow Gardens, this would be considered acceptable subject to further details, this would be achieved via appropriate condition.

The proposal would provide sufficient car parking spaces on site to meet the increased demand.

The applicant has not provided details for cycle storage. However, it is considered that given this is a family property with private rear garden and a side access, provision can be made within the site for cycle storage. Recycling and waste storage details have not been provided but can be accommodated within the curtilage of site.

For reasons mentioned above, the proposal would have an acceptable impact upon the safe and free flow of traffic.

KEY ISSUES/CONCLUSIONS

For reasons discussed within the main body of the report, the proposal would provide an additional dwelling in manner to comply with planning policy and is therefore recommended for approval.

RECOMMENDATION

It is recommended that **planning permission be GRANTED** subject to the following conditions:

1. SC4 (Time limit) 3yrs

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. SC32 (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. SC09 (Materials) (Pre Commencement Condition)

No above ground works shall take place in relation to any of the development hereby approved until samples of all materials to be used in the external construction of the building(s) are submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason:-

Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of samples prior to commencement will ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

4. SC11 (Landscaping) (Pre Commencement Condition)

No above ground 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 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:-

Insufficient information has been supplied with the application to judge the appropriateness of the hard and soft landscaping proposed. Submission of a scheme prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

5. SC13B (Boundary treatment) (Pre Commencement)

Prior to any above ground works, details of all proposed walls, fences and boundary treatment shall be submitted to, and approved in writing by, the Local Planning Authority. The boundary development shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason:

Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. Submission of this detail prior to

commencement will protect the visual amenities of the development, prevent undue overlooking of adjoining property and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

6. SC45A (Removal of permitted development rights)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order evoking or re-enacting that Order with or without modification), no development within Classes A to E of Part 1 of Schedule 2 shall take place.

Reason:-

To enable the Local Planning Authority to fully consider the effects of development normally permitted by that Order in the interests of the visual amenity of the area.

7. Car parking - Prior to occupation

Prior to the occupation of the house, the 2 car parking spaces proposed on drawing no.20-101-02 Rev A to the rear of the proposed dwelling hereby approved shall be provided and maintained as such thereafter unless it is submitted to and approved otherwise in writing by the Local Planning Authority.

Reason;

In the interest of the highway safety and the amenities of the future and existing occupiers of the site.

8. SC62 (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.

9. SC86 Minor Space Standards

Minor (up to 9 units):

All dwellings hereby approved shall be constructed to comply with Part M4(2) of the Building Regulations - Accessible and Adaptable Dwellings.

Reason: In order to comply with Policy DC7 of the Local Development Framework and Policy 3.8 of the London Plan.

10. SC87 Water Efficiency

All dwellings hereby approved shall comply with Regulation 36 (2)(b) and Part G2 of the Building Regulations - Water Efficiency.

Reason: In order to comply with Policy 5.15 of the London Plan.

11. SC52 (Insulation)

The building(s) shall be so 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 Development Control Policies Development Plan Document Policy DC61.

INFORMATIVES

1 Highways Informatives

Changes to the public highway (including permanent or temporary access)

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. If new or amended access as required (whether temporary or permanent), there may be a requirement for the diversion or protection of third party utility plant or highway authority assets and it is recommended that early involvement with the relevant statutory undertaker takes place. The applicant must contact Engineering Services on 01708 433751 to discuss the scheme and commence the relevant highway approvals process. Please note that unauthorised work on the highway is an offence.

Highway legislation

The developer (including their representatives and contractors) is advised that planning consent does not discharge the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works of any nature) required during the construction of the development.

Please note that unauthorised work on the highway is an offence.

Temporary use of the public highway

The developer is advised that if 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 Street Management should be contacted make the necessary arrangements. Please note that unauthorised use of the highway for construction works is an offence.

Surface water management

The developer is advised that surface water from the development in both its temporary and permanent states should not be discharged onto the highway. Failure to prevent such is an offence.

2 Street Naming and Numbering

Before occupation of the residential/ commercial unit(s) hereby approved, it is a requirement to have the property/properties officially Street Named and Numbered by our Street Naming and Numbering Team. Official Street Naming and Numbering will ensure that that Council has record of the property/properties so that future occupants can access our services. Registration will also ensure that emergency services, Land

Registry and the Royal Mail have accurate address details. Proof of having officially gone through the Street Naming and Numbering process may also be required for the connection of utilities. For further details on how to apply for registration see:

<https://www.havering.gov.uk/Pages/Services/Street-names-and-numbering.aspx>

3 Approval following revision ENTER DETAILS

Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: In accordance with paragraph 38 of the National Planning Policy Framework 2019, improvements required to make the proposal acceptable were negotiated with the Applicant/agent (Leone) via email on 9/9/2020. The revisions involved omission of the proposed full width rear dormer and provide a minimum of 1m setback from the main front wall at first floor level. The amendments were subsequently submitted on 9/9/2020 & 10/9/2020.

4 Approval and CIL (enter amount)

The proposal is liable for both the Mayor of London Community Infrastructure Levy (CIL) and the Havering Council CIL. The Mayoral CIL levy rate for Havering is £25.00 per sqm and is chargeable for each additional square metre of residential gross internal floorspace (GIA). Based upon the information supplied with the application, £1,625 would be payable due to result in a new residential property with 65 sqm of GIA, however this may be adjusted subject to indexation.

Havering's CIL charging rate for residential is £125.00 per sqm for each additional square metre of GIA in this location. Based upon the information supplied with the application, £8,125 would be payable, subject to indexation.

The total Mayoral and Havering CIL liability, based on 65 square metres of additional floorspace, is £9,750, subject to indexation.

These charges are levied under s.206 of the Planning Act 2008. 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. You are also advised to visit the planning portal website where you can download the appropriate document templates at <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

Authorising Officer: Neil Goate

11-09-2020